Scoping Summary Report

April 2019

SoundTransit

Summary

Purpose

The Federal Transit Administration (FTA) and Sound Transit conducted scoping for the West Seattle and Ballard Link Extensions (WSBLE) project in Seattle, Washington, from February 15 through April 2, 2019, under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). This report describes how FTA and Sound Transit conducted scoping and summarizes the comments received from local and regulatory agencies, tribes, businesses, community organizations, and the general public during the scoping period. This information will be considered by FTA and Sound Transit as they refine the project Purpose and Need, identify alternatives to be studied in the Environmental Impact Statement (EIS), and identify environmental resources to study in the EIS.

The Scoping Process

Scoping for the WSBLE project was conducted under NEPA and SEPA in accordance with applicable regulations and guidance. The FTA is the lead federal agency under NEPA. Sound Transit is the lead agency under SEPA.

The NEPA and SEPA scoping process began with formal notices to prepare an EIS. For NEPA, a Notice of Intent to prepare an EIS was published by FTA in the *Federal Register* on February 12, 2019. For SEPA, a Determination of Significance was published in the state's *SEPA Register* on February 15, 2019, which initiated scoping and started the required 30-day comment period. The Notice of Intent and *SEPA Register* listed the end of the comment period as March 18, 2019, but FTA and Sound Transit extended this comment period until April 2, 2019, based on requests from the public and the City of Seattle. Public notification was provided through a variety of methods including mailed postcards, multiple listserv emails, print and online advertising, a media advisory, social media posts, online community calendars, and a notification through the project website. Sound Transit also hung posters at community gathering places throughout the project area.

Three public scoping meetings and a meeting for agencies and tribes were held during this period, as well as an online open house from February 15 through April 2, 2019. FTA and Sound Transit asked for comments on the draft Purpose and Need statement; the alternatives that should be evaluated in the Draft EIS; and social, economic, environmental, and transportation issues to evaluate in the Draft EIS. Comments were accepted by mail, email, online comment forms, transcribed phone messages, and through comment forms and via a court reporter at the scoping meetings.

Government Entity Scoping Comments

FTA and Sound Transit invited 28 agencies to participate during the EIS scoping process. Sound Transit, FTA, and five other agencies attended the scoping meeting on March 5, 2019. Seventeen government entities (agencies, advisory boards/commissions, and educational institutions) and three elected officials submitted scoping comments, which spanned a variety of topics, including:

- Suggestions for alternatives to study in the EIS
- Environmental justice impacts
- Planning for crowds at event venue station locations
- Potential impacts to public and educational facilities
- Impacts to maritime businesses
- Areas where permitting and agency coordination are needed
- Specific recommendations on potential environmental issues to study in the EIS

Tribal Consultation During Scoping

FTA invited six federally recognized tribes to participate in the environmental review process and initiated Section 106 consultation with them via letters sent on February. 25, 2019, during scoping for the project. In a letter dated Feb. 14, 2019, Sound Transit also invited two non-federally recognized tribes to participate in the scoping process and attend scoping meetings. No comments were received from any tribes during the scoping period.

Businesses and Organizations Scoping Comments

Comments were received from 34 businesses and business organizations and 24 community organizations, on topics including:

Suggestions for alternatives to study in the EIS

Concern with direct and indirect conversion of industrial land

Potential neighborhood impacts

Environmental justice

Acquisitions/property impacts

Disruption of freight movement and economic effects to the freight industry and maritime business

Transportation impacts during construction

Specific recommendations on potential environmental issues to study in the EIS

Public Scoping

Approximately 470 people attended the three public scoping meetings and approximately 11,730 people accessed the online open house during the comment period. Sound Transit received over 2,800 individual communications (where each communication may contain one or more comments) from the general public in various formats. The major public comment themes that applied to the entire project included the following:

- General support for transit and the project.
- Preference for tunnels in both West Seattle and Ballard.
- This is infrastructure that will be there for generations and it is critical to build it right.
- Build it sooner.

- Provide efficient multi-modal transportation access at the stations.
- Make sure that bus schedules and routes are modified to provide well-integrated service.
- Provide access for each station from multiple street corners to avoid pedestrians needing to cross busy streets.

Of the comments received about the West Seattle segment, most comments expressed support for a tunnel and tunnel stations rather than an elevated alignment and stations. Reasons provided generally focused on reducing potential neighborhood impacts from property acquisitions, property value decreases, noise, traffic and parking impacts, and visual changes. Comments on the Alaska Junction Station expressed support for a tunnel station on 41st Avenue SW or 42nd Avenue SW, and there was some support for a station on 44th Avenue SW. Other comments expressed preference for different Alaska Junction Station locations, such as on Fauntleroy Way SW. Many comments suggested removing or postponing the Avalon Station or consolidating it with the Alaska Junction or Delridge stations. Most comments about the Delridge Station expressed preference for a location on Delridge Way SW south of SW Andover Street compared to the other locations. However, some comments expressed support for a station located farther north, such as in the vicinity of SW Andover Street. Many comments expressed opposition to an elevated guideway in general, and suggested new alternative alignments to avoid and minimize potential impacts to the Alaska Junction, Youngstown/North Delridge, and Pigeon Point neighborhoods. Comments suggested alternative alignments in the vicinity of SW Yancy Street/Andover Way SW, and the Pigeon Ridge/West Seattle Tunnel (purple line from the Level 1 and 2 evaluations), as well as an alignment through or adjacent to the West Seattle Golf Course. Many comments also expressed concern about potential impacts to the golf course south of SW Genesee Street. Some comments opposed the northern crossing of the Duwamish Waterway due to concerns about potential impacts to the Port of Seattle and other industrial properties. However, some commenters were concerned that the southern crossing would have potential neighborhood and property acquisition impacts on Pigeon Point. Comments were made in relation to the future extension of light rail to the south, requesting future extensions to Westwood Village, High Point, White Center, and Burien.

In the South of Downtown (SODO) area, most comments were concerned with transferring between light rail lines at the SODO Station and providing reliable service in the area. Several comments supported adding east-west overpasses at S Holgate and S Lander streets to reduce at-grade crossing conflicts and to ensure reliable light rail operations. In the Chinatown-International District (C-ID), some commenters preferred the station location on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square

The Fifth Avenue S station location was preferred by some because of easier access to businesses and residences in the C-ID. Comments emphasized the importance of designing stations to facilitate safe and efficient multi-modal connections/transfers, general support for shallow stations, activating Union Station and improving the public realm, aligning new station construction with other major projects, and changing the station name to Chinatown-International District Station.

Most comments on the downtown Seattle area were about station location, particularly Midtown Station. Several comments expressed preference for the station to be located on Fifth Avenue. The majority of comments on the Fifth Avenue station location recommended a number of different station entrances and residents in the area expressed concern about potential

construction, vibration, property value, plaza, and parking impacts and the potential for crime to increase. Other comments expressed preference for the station to be located on Sixth Avenue due to less potential impact to residences and businesses, greater flexibility in station design, better connection with the planned Madison Bus Rapid Transit route, and better access to First Hill. A few comments stated preference for alignments and Midtown Station locations on Fourth Avenue and Third Avenue. The majority of comments supported the Denny Station at Denny Way and Westlake Avenue N, but some preferred a station located farther west to better serve Belltown. Overall, the Seattle Center Station on Republican Street and South Lake Union Station on Harrison Street were favored by those that expressed a preference.

In the Interbay/Ballard area, most comments were about station location, the Salmon Bay crossing type, and the alignment in Ballard. In the Smith Cove area, most of the comments were about station location, with many favoring the location close to W Galer Street while others expressed support for the Prospect Street location. In Interbay, most comments supported an alignment next to the BNSF Railway tracks (with a station at Thorndyke Avenue W.), and some comments stated a preference for the alignment along 15th Avenue W. Many comments suggested the importance of the Interbay Station being as close as possible to W Dravus Street for better bus-rail transfers, and there was support for stations at both Thorndyke Avenue W and 15th Avenue W. Many comments supported a tunnel under Salmon Bay as a way to reduce potential property acquisition and impacts to Fishermen's Terminal and to reduce marine transportation, maritime safety, visual, maritime business, and construction impacts. The majority of comments regarding the bridge over Salmon Bay supported a fixed bridge, mostly due to better system reliability and reduced potential for impacts to maritime traffic and businesses. Few comments expressed support for a movable bridge. Most comments regarding the alignment in Ballard supported a tunnel rather than an elevated alignment. Some preferred the Ballard Station location on 15th Avenue NW due to proximity to the center of the urban village, while others expressed preference for a 14th Avenue NW location due to its wide right of way and reduced impacts on traffic on 15th Avenue NW. Some also suggested locating the station and tunnel further west in the vicinity of 20th Avenue NW. Comments were made about future extensions north and east of the project, requesting extension north to Crown Hill, Whittier Heights, Loyal Heights, North Beach, Greenwood, and Northgate and east to Fremont, Phinney Ridge, Wallingford, and University District.

Comments that were not specific to a geography included project cost and funding concerns, recommendations for alternative technology, consideration of other projects and cumulative impacts, and safety. Many comments were about environmental resources and potential impacts across the project segments, particularly in regard to neighborhood, property acquisition, traffic, visual, noise and vibration, park, open space and trail, economic, land use, and construction impacts.

Next Steps

The comments received during scoping will help inform the Purpose and Need for the project and identify issues to be considered in the Draft EIS. Comments will also help inform the Sound Transit Board's identification of a Preferred Alternative and the other alternatives FTA and Sound Transit will study in the EIS. The Draft EIS will describe the potential benefits and adverse effects of each alternative and will outline potential ways to avoid, minimize, or mitigate negative effects. FTA and Sound Transit are planning to issue the Draft EIS for public and agency review in late 2020. The Draft EIS will be available for a public comment period that will include public hearings. After the close of the Draft EIS public comment period, the Sound

Transit Board will consider public comments as well as the information in the Draft EIS and then confirm or modify the Preferred Alternative. The Final EIS is planned to be published in 2022. It will contain responses to comments received on the Draft EIS and outline mitigation for unavoidable significant impacts. After publication of the Final EIS, the Sound Transit Board will select the project to build. FTA is then expected to prepare a Record of Decision that documents the project that Sound Transit will build and how it will avoid, minimize, and mitigate environmental impacts.

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Acronyms and Abbreviations

BINMIC	Ballard Interbay Northend Manufacturing and Industrial Center
BRT	bus rapid transit
C-ID	Chinatown-International District
CISC	Chinese Information and Service Center
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FTA	Federal Transit Administration
GRW	General Recycling of Washington
NEPA	National Environmental Policy Act
SCIDpda	Seattle Chinatown International District Preservation and Development Authority
SEPA	State Environmental Policy Act
SODO	South of Downtown
ST3	Sound Transit 3 Plan
TOD	transit-oriented development
U.S.C.	United States Code
WSBLE	West Seattle and Ballard Link Extensions

1 INTRODUCTION

1.1 Overview

Sound Transit is proposing to expand Link light rail transit service from downtown Seattle to West Seattle's Alaska Junction neighborhood, and to Ballard's Market Street area. The project corridor is approximately 11.8 miles long and is part of the Sound Transit 3 Plan (ST3) of regional transit system investments, approved for funding by voters in the region in 2016.

The mode and corridor served for the proposed project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. Through the local alternatives development process, Sound Transit developed three light rail transit alternatives with design options that were built off of the Regional Transit Long-Range Plan and ST3 planning work. The planning and alternatives development processes included technical analysis, public engagement, and input from affected local, state, and federal agencies and tribes. Sound Transit developed an initial range of alternatives from agency and public input during the State Environmental Policy Act (SEPA) early scoping process (February 2 through March 5, 2018). The project Elected Leadership Group, a comprehensive group of elected officials that represent the service corridor, and the Stakeholder Advisory Group, an advisory group consisting of members of the community appointed by the Elected Leadership Group, then recommended how to narrow and refine these alternatives based on additional analysis and community, agency, and tribal input.

Each light rail transit alternative includes fourteen stations that serve the following areas: Alaska Junction, Avalon, Delridge, SODO (South of Downtown), the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

In West Seattle, the alternatives include several elevated and tunnel station options in the Alaska Junction area in the vicinity of SW Alaska Street on either 41st Avenue SW, 42nd Avenue SW, or 44th Avenue SW. From the Alaska Junction, the alternatives travel east in either an elevated or tunnel configuration with elevated or tunnel station options at Avalon, and continue in an elevated configuration along SW Genesee Street with an elevated station in Delridge along or west of Delridge Way SW. The alternatives then cross the Duwamish River on a high level fixed bridge parallel to the existing West Seattle Bridge on either the north or south side. The alternatives continue east in an elevated configuration before turning north on the E3 Busway to a new elevated or at-grade SODO station and an at-grade Stadium station and connect to the existing Downtown Seattle Transit Tunnel.

A new downtown tunnel would begin in the vicinity of the Stadium Station. It would head north, with alignments under Fourth Avenue S or Fifth Avenue S bordering the Chinatown-International District (C-ID) and Pioneer Square neighborhoods, and then travel northwest along Fifth Avenue or Sixth Avenue through Midtown and Westlake. The alternatives would then continue in a tunnel configuration along Westlake Avenue N to South Lake Union with a station near Denny Way before turning northwest with a station near Aurora Avenue N between Harrison and Roy streets. The alternatives would continue in a tunnel toward Seattle Center with a station on either Republican or Mercer streets. The alternatives then turn north and begin to transition to at-grade or elevated configurations to serve a Smith Cove station along Elliott Avenue W. From

the Smith Cove station, the alternatives either continue in an elevated configuration along 15th Avenue W or transition to at-grade along the east side of the BNSF Railway tracks to a station in Interbay near W Dravus Street. From the Interbay station, one alternative would continue in an elevated alignment along 15th Avenue W and cross Salmon Bay with a movable bridge. The other alternatives transition to the east of 15th Avenue W and cross Salmon Bay with a high level fixed bridge or tunnel. Station options in Ballard include elevated and tunnel stations near NW Market Street on 15th Avenue NW or 14th Avenue NW.

A map of the Level 3 alternatives is provided in Figure 1-1 (West Seattle and Ballard Link Extensions Alternatives).

1.2 Purpose of Report

The Federal Transit Administration (FTA) and Sound Transit conducted scoping from February 15 through April 2, 2019, under SEPA and NEPA for the West Seattle and Ballard Link Extensions (WSBLE) project. This report describes how FTA and Sound Transit conducted scoping and summarizes the comments received from local and regulatory agencies, tribes, businesses, community organizations, and the general public during the scoping period. This information will be considered by FTA and Sound Transit as they refine the project Purpose and Need and identify alternatives and environmental resources to study in the Environmental Impact Statement (EIS).

Figure 1-1 West Seattle and Ballard Link Extensions Level 3 Alternatives

2 THE SCOPING PROCESS

2.1 Purpose of Scoping

Scoping is an early step in the NEPA and SEPA process. The purpose of scoping is to inform the public of the proposed project and the Purpose and Need for the project, seek public comment on the range of potential alternatives, and collect feedback from partner agencies, tribes, and the public on the scope of the environmental issues to study during the EIS process. During scoping, Sound Transit asked for comments from the public, agencies and tribes on:

What is a Purpose and Need Statement?

A Purpose and Need Statement defines the objectives that project alternatives must meet. FTA and Sound Transit use the Purpose and Need Statement to develop and evaluate project alternatives for analysis during environmental review.

- The draft Purpose and Need statement
- The alternatives that Sound Transit should evaluate in the EIS
- Social, economic, environmental, and transportation issues to evaluate in the EIS

Scoping for the WSBLE was conducted under NEPA and SEPA in accordance with applicable regulations and guidance. The FTA is the lead federal agency under NEPA. Sound Transit is the lead agency under SEPA.

2.2 Public Notices in the Federal and SEPA Registers

The scoping process began with formal notices to prepare an EIS. For NEPA, a Notice of Intent to prepare an EIS was published by FTA in the *Federal Register* on February 12, 2019. For SEPA, a Determination of Significance was published in the state's *SEPA Register* on February 15, 2019. These notices initiated scoping and started a comment period that extended through March 18, 2019. After receiving requests for additional time to provide comments, FTA published a notice in the Federal Register on March 11, 2019, extending this comment period until April 2, 2019. Sound Transit also extended the scoping period published in the *SEPA Register*.

Copies of the public notices are provided in Appendix A (Public Notices).

Sound Transit prepared a Scoping Information Report to provide details on the scoping period, project background, ways to provide comments, alternatives being considered, and the draft Purpose and Need. It also discussed next steps in the project timeline and the environmental process. A copy of the Scoping Information Report can be found in Appendix B (Scoping Information Report).

2.3 Opportunities for Public, Agencies, and Tribes to Comment

The scoping public comment period extended from February 12 to April 2, 2019. Sound Transit accepted comments by U.S. mail to West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S Jackson Street, Seattle, WA 98104-2826; by email to wsbscopingcomments@soundtransit.org; through an online comment form at https://wsblink.participate.online/; by voicemail transcribed at 833-972-2666; verbally transcribed

by court reporter at open houses; and in writing. FTA and Sound Transit hosted a scoping meeting for agencies and tribes on Tuesday, March 5, 2019. Sound Transit also hosted public scoping meetings on the following dates:

- Wednesday, February 27, 2019, in West Seattle
- Thursday, February 28, 2019, in Ballard
- Thursday, March 7, 2019, in Downtown

An online open house was hosted at https://wsblink.participate.online from Friday, February 15 through Tuesday, April 2, 2019.

Meeting advertisement samples are provided in Appendix C (Meeting Advertisements). Copies of agency scoping comments are provided in Appendix D (Government Entity Comments), copies of business and business organization comments are provided in Appendix E (Business and Business Organization Comments), and comments submitted by community organizations are provided in Appendix F (Community Organization Comments). Copies of public scoping comments are provided in Appendix G (Public Comments).

2.4 Background Materials

Sound Transit produced the following publications to provide additional information about the WSBLE project, the outcomes of the Alternatives Development Phase, and how the EIS would be conducted:

- Project folio
- System Expansion folio
- Level 3 Alternatives: Elevated Guideway, Bridge, and Elevated Station Visualizations
- Purpose and Need statement
- Scoping Information Report
- Level 1 Alternatives Development and Screening Report
- Level 2 Alternatives Development and Screening Report
- Alternatives Development Report

Sound Transit posted all publications to the project website (https://wsblink.participate.online/ and https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions) prior to scoping, and they were available at the public scoping meetings. Open house meeting guides were also available at all open house meetings. Information on previous local planning activities, including ST3 planning, were also available on Sound Transit's website.

3 AGENCY SCOPING

3.1 Agency and Tribe Scoping Meeting

An agency and tribe scoping meeting was held on Mar. 5, 2019, from 1 to 3 p.m. at the Sound Transit Union Station office in Seattle. The agencies that were invited to participate in the environmental review process were invited to attend. These agencies include the following:

- Bureau of Indian Affairs
- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Railroad Administration
- Federal Motor Carrier Safety Administration
- National Oceanic and Atmospheric Administration Fisheries
- National Oceanic and Atmospheric Administration, Office of Protected Resources
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Department of Homeland Security
- U.S. Department of Housing and Urban Development
- U.S. Department of Interior/National Park Service
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service
- U.S. General Services Administration
- U.S. Maritime Administration
- U.S. Postal Service
- Washington State Department of Archaeology and Historic Preservation
- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Washington Department of Natural Resources
- Washington State Department of Transportation
- Washington State Recreation and Conservation Office
- Port of Seattle
- Puget Sound Clean Air Agency
- Puget Sound Regional Council
- King County (multiple departments)
- City of Seattle (multiple departments)

Tribes invited to participate are discussed in Section 4 (Tribal Consultation During Scoping).

The following agencies attended the meeting:

- Washington Department of Fish and Wildlife
- Seattle Department of Transportation
- Port of Seattle
- King County (Metro Transit and Wastewater Treatment Division)
- FTA
- Sound Transit
- EPA

3.2 Summary of Comments from Government Entities

Table 3-1 (Summary of Government Entity Comments) lists the agencies that provided comments during scoping and summarizes the major themes in their comments. The summaries in this section focus on recommendations or suggestions on alternatives to study in the Draft EIS, other key issues identified, and a list of environmental resource categories with which the agency had concerns. Government entities include federal, state, regional, and local agencies; tribes; educational institutions; and agency oversight/advisory boards and commissions. Copies of the comment letters are provided in Appendix D (Government Entity Comments).

Table 3-1 Summary of Government Entity Comments

Agency/ Institution	Major Comment Themes
Federal	
U.S. Coast Guard, District 13	The U.S. Coast Guard noted their obligation is to ensure the final permitted design does not impinge upon the "reasonable needs of navigation" for affected waterways. They noted that the EIS needs to address impacts to navigation and that a Navigation Impact Report will be essential to inform the process of selection and analysis of project alternatives.
EPA, Region 10	EPA noted that the contaminated sites in the Duwamish Valley and Salmon Bay would require coordination with EPA and the Washington State Department of Ecology. They suggested disclosing air toxic emissions that are not regulated but are known to cause a health risk. EPA gave specific suggestions on EIS analysis related to aquatic resources, air quality, environmental justice, climate adaptation, invasive species, cumulative impacts, and indirect impacts analyses. They suggested completion of a Community Impact Assessment and potentially an evaluation of children's health and safety per Executive Order 13045. EPA recommended that the project protect and enhance natural areas and corridors, maximize the use of existing infrastructure, consider redevelopment, apply context-sensitive design, use zero- or low-impact development, and apply green building management practices. They also recommended addressing tribal treaty resources in the EIS and consultation with affected tribal governments.
U.S. National Park Service	The National Park Service noted two parks in the project area have received federal funds and would require Secretary of the Interior approval and suitable replacement property if they are impacted: Elliott Bay Park (Land and Water Conservation Fund) and Camp Long (Urban Park and Recreation Recovery Program).
State	
Washington State Department of Ecology	The Department of Ecology suggested including climate change resiliency in the EIS. They noted the project should expect to encounter contaminated soil and groundwater and included regulations for contaminated sites.
Washington State Recreation and Conservation Office	The Recreation and Conservation Office noted that there are three parks in the project vicinity that have received state funding and could be affected by the alternatives: 14th Avenue NW Boat Ramp, Ship Canal Trail and Park, and Freeway Park. They requested to be included in the review process.

Agency/ Institution	Major Comment Themes
Regional	
Port of Seattle and Northwest Seaport Alliance	The Port of Seattle and Northwest Seaport Alliance noted that proposed WSBLE alignments, especially the north Duwamish Waterway crossing, could impact cargo operations and water-dependent logistical functions. They stated that alignments would have negative economic effects across several industries, especially during construction. The Port of Seattle and Northwest Seaport Alliance noted that relocation of maritime businesses is very difficult, and in some cases impossible. They suggested revisions to the Purpose and Need specifically related to delivering the Project in a manner compatible with the existing and planned economic development uses within Manufacturing Industrial Centers and the freight infrastructure supporting system. They are concerned that the Duwamish Waterway crossing, especially the northern crossing, would not be able to mitigate potential effects of construction on the Port, the Northwest Seaport Alliance, and other maritime/industrial businesses, especially at T-18 and T-5. The EIS should evaluate a Duwamish Waterway crossing slightly farther south than the ST3 Representative Project, across the far southern tip of Harbor Island. They noted that rail and vehicle access to Port facilities should be preserved during construction and operation and suggested study of any and all potential operational impacts that would result in delays to terminal access. They stated that the support structures for the Duwamish waterway crossing would need to be placed in a manner that will preserve a potential quiet zone corridor between the T-5 gate and the West Duwamish rail bridge and future freight rail capacity expansion or improvements. The Port and Northwest Seaport Alliance requested study of the potential impact on freight mobility in SODO and Harbor Island resulting from the displacement of buses from the E3 Busway onto city streets, short-term closures of truck routes, and impacts from the proposed East/West Lander and Holgate overpasses on freight access and mobility both during construction and operation. They noted concern with impacts to the Ballard-Interbay Manufacturing/Industrial Center and suggested study of potential impacts on vessel movements in the Ship Canal. They also request study of impacts to access to the T-91 cruise terminal and industrial operations. They requested study of impacts to freight mobility on 15th Avenue West noting that the Elliott Avenue/15th Avenue W corridor has no nearby parallel routes that could accommodate vehicles or truck-turn maneuvering both in final operations and during construction. They noted that a Smith Cove Station on the western side of Elliott Avenue would serve more developed land uses and capture potential riders from Port properties. They are concerned about the ST3 Representative Project alignment's impacts on Fishermen's Terminal and in the Elliott Avenue and 15th Avenue W rights of way. They are also concerned a movable bridge across the Lake Washington Ship Canal could impact maritime mobility and transit and affect cost. Suggested bridge specifications were given. The Port and the Northwest Seaport Alliance suggested specific elements for environmental review including transportation, acquisitions, land use, economics, social/community facilities, parks, visual, cultural resources, noise and vibration, water resources, air quality, geology and soils, hazardous materials, public services, utilities, energy, Section 4(f), Section 6(f), construction, and cumulative. They requested complete mitigation for all impacts.

Agency/ Institution	Major Comment Themes
King County Department of Natural Resources and Parks	King County Department of Natural Resources and Parks is concerned with impacts to King County Wastewater Treatment Division facilities, proposed King County regional trails, and King County Solid Waste Division property on Harbor Island and recommended evaluation of impacts to these facilities. They also noted close coordination will be needed where the project will cross the Lower Duwamish Waterway and East Duwamish Waterway Superfund sites. They recommended minimizing the project footprint on uplands adjacent to the Duwamish Waterway where habitat restoration could occur. They also noted the potential to link stations to regional trails that they manage, such as the Burke-Gilman Trail, would help to maximize ridership.
King County Facilities Management Division	King County Facilities Management Division noted that a Civic Campus Master Plan is currently underway for their facilities in downtown Seattle. King County would like to continue collaboration between the WSBLE project and the Master Plan.
King County Metro Transit	King County Metro Transit had three primary concerns: • Impacts from construction in the C-ID to the regional transportation system, with a station on Fourth Avenue S being more disruptive than a station on Fifth Avenue S. • Impacts on the E3/SODO Busway could affect revenue and deadhead service. They requested Sound Transit consider creative solutions to keep the E3 Busway open. • Potential permanent impacts on their base facilities and operations, which could impact the local transportation network during both construction and operations. They requested detailed analysis of direct, indirect, and cumulative impacts to the transportation network during construction, particularly related to construction in SODO and the C-ID. Impacts on their facilities, both transit-dedicated and in public right of way, should be evaluated. They would like to understand the impacts to their operation as well as any additional costs associated with this disruption. They noted they do not have a specific preferred alternative but do feel a C-ID station on Fourth Avenue S would result in "significant and unavoidable local and regional transportation impacts that would seriously affect Metro's ability to provide effective mobility along that high-demand and high-volume corridor." They requested that "Sound Transit should establish, fund, and advocate for a mitigation program that keeps Metro vehicles and customers moving while minimizing any increases in travel times."

Agency/ Institution	Major Comment Themes
Local	
City of Seattle	The City supports WSBLE and suggests that the Level 3 alternatives be studied in the Draft EIS. However, they requested that the alternatives be further refined during the Draft EIS process to allow for decision-makers to assemble a final alignment that combines the most promising individual segment option(s). They would like to see more study, problem solving, and refinements in the West Seattle, SODO, C-ID, and Midtown areas. The City identified specific equity concerns related to minority and low income communities in the C-ID alignment and station locations and the Avalon and Delridge station areas. The City commented that there are low income and minority communities along the transit corridor expected to access the Delridge and Avalon stations via bus and requested that the Draft EIS analyze design options for seamless bus/rail connections at these stations. They requested that the Draft EIS analyze potential impacts to the surrounding neighborhoods and identify mitigation for impacts that cannot be minimized. The City noted that the C-ID is a unique area of cultural importance in the City and for Asian American communities and that a large number of infrastructure projects have occurred in this area in the past. They requested that the Draft EIS analyze the tradeoffs of different C-ID station configurations and identify options to avoid or minimize potential impacts. Where impacts cannot be avoided, they requested mitigation for potential construction and operation impacts. The City commented that the project should result in efficient and safe transportation operations and multi-modal connections to bus and rail throughout the length of the corridor. They requested an in-depth traffic analysis, including analysis of freight, pedestrians, and bicycles. They noted a need for consistency with City policies, plans, and regulations in preparation of the Draft EIS, and for the Draft EIS to comprehensively analyze and document potential construction and operation impacts and mitigation. They requested the potential for business and residential displacements and relocations to be comprehensively analyzed in the Draft EIS. They suggested edits to the Purpose and Need for the project including additional text related to balancing local impacts with benefits; improving regional mobility by increasing connectivity and capacity through the City Center; expanding mobility and safety for multiple modes and users including freight, bicycles, pedestrians, those with limited mobility, and all ages to maximize ridership; encouraging equitable and sustainable urban growth in station areas which includes affordable housing; and making equitable investments in project services and benefits to historically underserved communities, especially minority and low income communities. The City provided a detailed description of many technical issues and concerns to examine during development of the EIS, including acquisitions, displacements and relocations; construction methods; coordination; economics; ecosystems; energy; geology and soils; hazardous materials; historic and archeological resources; human health; land use and transit-oriented development (TOD); noise and vibration; parks and open space; public services, safety and security; public utilities; social impacts, community facilities and neighborhood resources; transportation; visual and aesthetic resources; and water resources.
Educational Institutions	
University of Washington	The University of Washington is concerned about impacts on their properties in South Lake Union that contain vibration- and electromagnetic-field-sensitive equipment and activities. They suggested that the EIS should analyze vibration, electromagnetic interference, geology/soils, construction impacts, and groundwater. Alternative 3 (blue line) is their preferred alignment in South Lake Union. They are also concerned with impacts to properties in their Downtown Metropolitan tract, including impacts to future underground development rights. Alternative 2 (brown line) is their preferred downtown alignment.

Agency/ Institution	Major Comment Themes
Seattle Central College	Seattle Central College operates the Seattle Maritime Academy in Ballard and is concerned that pier placement in the Ship Canal would decrease the ability to safely operate vessels. They are concerned with noise and vibration impacts to their classroom and sensitive equipment. They noted a low-level bridge west of the Ballard Bridge would create a number of challenges for maintaining safe navigation on the Ship Canal due to the need to coordinate bridge openings for large vessels.
Advisory Boards/Commissions	
Washington State Public Stadium Authority; First and Goal, Inc.	Washington State Public Stadium Authority expressed concern regarding the alternative routes proposed for Fourth Avenue S east of CenturyLink Field. In particular, they are concerned with the operational and economic effects of multi-year construction period closures of 4th Avenue S, which is a primary access route used by attendees at Century Link Field events and used to set up and take down events. They noted that parking impacts and construction period noise and vibration impacts could occur at Century Link Field. They provided comments on topics to study in the EIS, including transportation; acquisitions, displacements, and relocations; geology; air quality; land use; and cumulative impacts. They also noted that the project should acknowledge and consider ways to ease the sense of construction fatigue in SODO, C-ID, and Pioneer Square.
Seattle Arts Commission	The Seattle Arts Commission sees Pioneer Square and C-ID as cultural destinations and central hubs for the creative economy. Their comments focused on the International District/Chinatown Station. They requested that a long-term view of the neighborhood be considered, including long-term impacts to the community. They requested study of a Fourth Avenue S alignment because they feel it would improve the pedestrian experience, enhance intermodal connectivity, and improve the connection between Pioneer Square and the C-ID, and could activate King Street Station and Union Station. The Seattle Arts Commission is concerned with potential displacement of marginalized communities in the C-ID with the Fifth Avenue alignment. They requested that the EIS should study short-term and long-term impacts, especially related to the potential displacement of residents and small business owners. The Seattle Arts Commission also recommended a Community Impact Study that considers the community well-being: “economic opportunity and commercial affordability; residential stability and affordability; local community character, cultural diversity and values, and cultural anchors and arts activation; community infrastructure and support systems; transportation mobility, connectivity and affordability; health and public safety; and equitable access to neighborhood amenities and housing and employment choices and community ownership overall.”
Seattle Center Advisory Commission	The Seattle Center Advisory Commission supports light rail to the Seattle Center. They recommend station locations at Republican Street on the west of the campus and at Harrison Street on the east side of campus. They noted that the impact analysis and station design should consider large events at the Seattle Center during construction and operation, pedestrian and bicycle connections between Seattle Center campus and Uptown, and noise and vibration sensitive receptors near the Seattle Center Station. They also mentioned preservation of legacy trees and sensitivity of historic buildings and artwork.

Agency/ Institution	Major Comment Themes
Seattle Design Commission	The Seattle Design Commission suggested not including the ST3 Representative Project in the Draft EIS because it contains project elements that they do not consider viable and that do not perform as well in relation to the other alternatives. They also suggested: • Evaluating a consolidated multi-modal hub for the proposed International District/Chinatown Station. • Evaluating the feasibility of joint developments with the Delridge and Alaska Junction stations. • Including the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) alternative in the Draft EIS. • Evaluating project delivery methods. • Elevating concerns of disadvantaged populations in the C-ID and Delridge. They noted that impacts in the C-ID could be substantial, especially considering the cumulative impacts of large infrastructure projects in this community. They also provided specific comments on resources for environmental review including visual, land use, and transportation.
Seattle Freight Advisory Board	The Seattle Freight Advisory Board requested impacts to Seattle's freight system be evaluated in the EIS, including economic impacts, construction-period impacts, and potential increased conflicts between pedestrians/bicycles and freight. They noted that temporary impacts may be extremely disruptive to movement of goods and should be coordinated with freight interests. They indicated preference for mined tunnel construction if it can reduce freight access restrictions and road closures and suggested use of barges for hauling near waterways. They noted concerns with all three alternatives, including impacts on Harbor Island freight facilities with a north Duwamish Waterway crossing and impacts to freight circulation at the BNSF Railway Balmer Yard, Elliott Avenue W, 15th Avenue W, and the Ship Canal in the Interbay area. They also provided suggested edits to the Purpose and Need to acknowledge Seattle's two Puget Sound Regional Council designated industrial zones.
Seattle Planning Commission	The Seattle Planning Commission requested the following: • Evaluate the benefits and impacts of the proposed West Seattle and Ballard Link Extensions through a lens that considers a 100-year horizon. • Remove the ST3 Representative Project from consideration in the Draft EIS. Extensive feedback and analysis make it clear that changes are necessary to meet the intended Purpose and Need. • Study both a "fully funded" alternative and alternatives that could require third-party funding. Preliminary cost estimates should not be used to eliminate alternatives or station options. • Study mix-and-match combinations of alternatives. They also provided comments on what to study in several of the EIS resource sections, including land use impacts on industrial lands, TOD potential, race and social equity, aesthetics, and station accessibility. They recommended specific environmental issues to study in each segment area, generally related to land use, visual, property acquisition and displacements, fish and wildlife, climate change, economic, transportation, and environmental justice considerations.

Agency/ Institution	Major Comment Themes
Seattle Transit Advisory Board	The Seattle Transit Advisory Board suggested design principles to create a better rider experience and to maximize TOD. They expressed a preference for specific station locations and for a tunnel under the Ship Canal. They are opposed to a tunnel in West Seattle, a deep-bore tunnel in the C-ID, and affecting bus operations in the C-ID during construction. Their preferred station locations include: • An Alaska Junction Station as close to California Avenue SW and SW Alaska Street as possible • A station in Delridge as far south as possible • A Midtown station at Fifth Avenue and Madison Street • A Fifth Avenue Westlake Station • A Denny Station shifted south on Westlake Avenue • A South Lake Union Station next to SR 99 • A Seattle Center Station at First Avenue N and Republican • A Smith Cove station at Galer Street • A Ballard station at or west of 15th Avenue NW

3.3 Elected Officials

Table 3-2 (Summary of Elected Official Comments) summarizes the comments submitted on behalf of the community organizations during scoping. Copies of these letters are available in Appendix D (Government Entity Comments).

Table 3-2 Summary of Elected Official Comments

Elected Leader	Specific Comments/Suggestions
Federal	
Cathy McMorris Rodgers (U.S. House of Representatives, 5th District, Washington)	Representative Rodgers requested elimination of the high-level bridge across the Ship Canal because it could impact Coastal Transportation Inc., which provides an essential shipping service to rural Alaska under the Aleutian Trade Act of 1990, and potentially impacts maritime freight operations in the Lake Washington Ship Canal. She supports a tunnel under the Ship Canal.
Don Young (U.S. House of Representatives, Alaska)	Representative Young opposes the high-level bridge across the Ship Canal at 14th Avenue W/NW because it could impact Coastal Transportation Inc., which provides an essential shipping service to his constituents in Alaska under the Aleutian Trade Act of 1990. He indicated support for a tunnel that would pose minimal impacts for maritime activities.

Elected Leader	Specific Comments/Suggestions
Local	
Lisa Herbold (Seattle City Council, District 1)	Councilmember Herbold expressed concern about displacement of residents and businesses in the Alaska Junction Urban Village and Youngstown area in North Delridge, especially related to the elevated alternatives. She is concerned with construction impacts, particularly access across the Duwamish Waterway to/from the West Seattle peninsula. She requested that Sound Transit consider the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line), the Level 1 Yancy Street/West Seattle Tunnel (pink line), and other possible alternatives that reduce the visual and emergency access impacts along SW Genesee Street. She supports mixing alternatives and/or options. She requested consideration of eliminating the Avalon Station to help pay for a tunnel. She requested that opportunities for cost savings at South Lake Union be explored. She also requested the Draft EIS analyze whether space will be available on trains in SODO for West Seattle riders transferring at the SODO station.

4 TRIBAL CONSULTATION DURING SCOPING

Sound Transit invited tribes to attend the agency and tribe scoping meeting on Tuesday, March 5, 2019, from 1 to 3 p.m. at the Sound Transit Union Station office in Seattle. Tribes were also invited to attend public scoping meetings and the online open house.

FTA invited the following federally recognized tribes to participate in the environmental review process and initiated Section 106 consultation with them via letters sent on February 25, 2019, during scoping for the project:

Confederated Tribes and Bands of the Yakama Nation
Muckleshoot Indian Tribe
Snoqualmie Indian Tribe
Stillaguamish Tribe of Indians of Washington
Suquamish Indian Tribe of the Port Madison Reservation
Tulalip Tribes of Washington

Sound Transit also invited the Duwamish Tribe and the Snohomish Tribe (non-federally recognized tribes) to participate in the scoping process and attend scoping meetings in a letter dated February 14, 2019.

No comments were received from any tribes during the scoping period.

5 PUBLIC SCOPING

5.1 Public Scoping Meetings

Sound Transit held three public scoping meetings to provide an opportunity for the public to learn about the project and to invite comments. Approximately 11,730 people accessed the site online during the comment period. About 474 people attended the meetings, held at the following locations:

West Seattle
Wednesday, February 27, 2019
6 to 8:30 p.m.
Alki Masonic Center
4736 40th Avenue SW
Seattle, WA 98116

Ballard
Thursday, February 28, 2019
6 to 8:30 p.m.
Ballard High School
1418 NW 65th Street
Seattle, WA 98117

Downtown Seattle
Thursday, March 7, 2019
5 to 7:30 p.m.
Union Station
401 S Jackson Street
Seattle, WA 98104

5.1.1 Meeting Notification

Sound Transit advertised the scoping meetings through a variety of methods, including a postcard mailed to 118,000 homes and businesses within 0.5 mile of the project area, multiple listserv emails sent to 7,340 email addresses, print and online advertising, a media advisory, social media posts, and a notification through the project website. Sound Transit also hung posters at about 300 community gathering places throughout the project area. Posters were updated with extended comment period information when the comment period was extended.

Table 5-1 (Media Advertising [2019]) summarizes the publications where online and print advertisements were placed and the dates of publication.

Table 5-1 Media Advertising (2019)

Publication	Online Run Dates	Print Dates
The Seattle Times	2/15–3/18	N/A
West Seattle Blog	2/15–3/18	N/A
MyBallard.com	2/15–3/18	N/A
The Urbanist	2/15–3/18	N/A
The Stranger	2/15–3/18	N/A
The Seattle Transit Blog	2/15–3/18	N/A
Crosscut	2/15–3/18	N/A
The Seattle Medium	2/15–3/18	N/A
The Seattle Globalist	2/15–3/18	N/A
International Examiner	2/15–3/18	N/A
NW Asian Weekly	2/15–3/18	2/7, 2/14, 2/21, 2/28
Seattle Chinese Post	2/15–3/18	2/7, 2/14, 2/21, 2/28
Runta News	2/15–3/18	N/A

Notices of the public scoping meetings were also posted on the following online community calendars:

- City of Seattle
- *The Stranger*
- Seattle Globalist
- Q13Fox
- KNKX
- Seattle Networking Guide
- Eventful
- Tu Decides
- South Lake Union Chamber of Commerce
- My Ballard
- Commute Seattle
- Friends of Little Saigon
- Seattle Green Drinks

Samples of meeting advertisements are provided in Appendix C (Meeting Advertisements).

5.1.2 Public Scoping Meeting Format

Sound Transit asked public scoping meeting attendees to sign in as they arrived. Staff members at the welcome table explained the meeting's purpose and format. Each attendee received a meeting guide. Copies of a project folio, System Expansion folio, Level 1 and 2 Alternatives Development and Screening reports, Alternatives Development Report, the Scoping Information Report, and the Purpose and Need statement were also available. Comment forms were translated into Simplified Chinese, Vietnamese, Amharic, and Spanish. Meeting guides were translated into Simplified Chinese and Vietnamese for the Downtown open house. Interpreters were available at the Downtown open house for Mandarin, Cantonese, and Vietnamese speakers.

The meetings were conducted as an open house with a short presentation occurring approximately 30 minutes after the meeting began. After the presentation, attendees were invited to have small group discussions with their neighbors and ask clarifying questions to Sound Transit staff. As part of the open houses, participants were invited to review displays and discuss the project with Sound Transit staff and members of the consultant team. Display boards provided information about Sound Transit, the project history, the project environmental review process, the project Purpose and Need, opportunities for public involvement, and the project schedule.

Attendees were invited to provide scoping comments at the meeting through various methods:

- Written comment form
- Verbal comment, transcribed by a court reporter
- Typed comment via the online open house

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and FTA Circular C 4703.1 require Sound Transit to provide meaningful opportunities for these groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations.

5.1.1 Community Workshops

Sound Transit held two additional community workshops for the Delridge and C-ID stations during the scoping period. The purpose of the community workshops was to learn more about the communities' vision for their neighborhoods and how they get around in the community and where they go, and to share and solicit feedback on the Level 3 alternatives in these neighborhoods and encourage scoping comments. Ninety-four people attended the Delridge workshop and 133 people attended the workshop in the C-ID.

Delridge Station Community Workshop
Tuesday, Mar. 12, 2019
6:30 to 8:30 p.m.
Youngstown Cultural Arts Center
4408 Delridge Way SW
Seattle, WA 98106

C-ID Station CommunityWorkshop
Wednesday, Mar. 13, 2019
5 to 8:30 p.m.
Union Station
401 S Jackson Street
Seattle, WA 98104

Notifications of these workshops in each community are described in Table 5-2.

Table 5-2 Notifications of Station Community Workshops in Delridge and C-ID

Notification Format	Delridge	C-ID
Flyers	Distributed to businesses on Delridge Way	Distributed to businesses, residents and organizations in the C-ID, Little Saigon, and Pioneer Square in English, Chinese (simplified and traditional), and Vietnamese
Posters	Distributed along the Delridge corridor	Distributed throughout the C-ID, Little Saigon, and Pioneer Square in English, Chinese (simplified and traditional), and Vietnamese
Door to Door Outreach	To Delridge businesses and organizations between SW Genesee Street and the West Seattle Bridge	To C-ID and Little Saigon businesses and organizations in English, Mandarin, Cantonese, and Vietnamese
Email Updates	To Delridge community members, social service providers, community organizations, and businesses	To existing listserv of C-ID and Pioneer Square community members, social service providers, community organizations and businesses in English
Briefings	With Delridge community organizations	With C-ID and Pioneer Square community organizations in English
Website Updates	Updates to project website	Updates to project website in English
Display Advertisements	None	In popular neighborhood print and digital publications in the C-ID only in English, Chinese (simplified), and Vietnamese
Listening Sessions	None	At C-ID resident buildings in English, Mandarin, Cantonese, and Vietnamese

Throughout the evening, workshop attendees also had the opportunity to provide verbal (via a court reporter), written (via comment forms) and online (via an online open house) comments for the project's formal scoping period.

5.1.1.1 Delridge Station Community Workshop

An open house prior to the start of the Delridge workshop gave attendees an opportunity to learn about the WSBLE project.

The workshop began with a presentation covering system expansion, the West Seattle and Ballard extensions and timelines, scoping, Level 1 and Level 2 alternatives, Level 3 Delridge Station options and evaluation results, and an overview of station planning. Following the presentation, attendees participated in small breakout groups with 10 to 12 of their neighbors. Facilitators guided the small group discussions and asked participants to share their perspectives on community vision and connections, the opportunities and challenges of the Level 3 alternatives and station locations serving Delridge, and any potential refinements to the alternatives to better achieve the community vision.

5.1.1.2 C-ID Station Community Workshop

The C-ID workshop started with an interagency resource fair where Sound Transit shared information on system expansion, East Link's tunnel tie-in, and service planning information, and handed out free ride tickets. King County Public Health also attended and provided tutorials and assistance with ORCA Lift applications. Attendees also had the opportunity to learn about the WSBLE project and ask questions of project staff.

Following the resource fair, Sound Transit provided a presentation covering system expansion, the West Seattle and Ballard Extensions and timelines, scoping, station area options and construction methods, and community visioning surrounding the Jackson Hub. The presentation was delivered in English and Cantonese; Mandarin was interpreted simultaneously using headset technology.

Following the presentation, attendees participated in small breakout groups with about a dozen of their fellow community members. Facilitators guided the small group discussions asking community members about the community's long term vision, how to improve connections, how the new station could best serve the community, and what impacts they worry about most. Facilitation was conducted in English, Cantonese, and Mandarin, with notes on flip charts in Chinese or English.

Following the small group discussions, the remaining participants joined together for a report out wherein each breakout group designated a spokesperson to share their group's feedback in their language of choice. Report outs were given in English, Cantonese, and Mandarin and translated into English and Cantonese so that every participant could understand all the feedback.

Language services were provided for meeting notifications as noted in Table 5-2.

5.2 Public Outreach to Minority, Low-Income, and Limited-English-Proficient Populations

Sound Transit's community engagement approach through alternatives development and scoping has sought to meet the unique needs of historically underrepresented populations, including low-income, immigrants and refugees, and minorities. Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited-English-proficiency populations. In addition, Sound Transit conducted interviews with 27 social service providers and community organizations corridor-wide to better understand populations in the project area, including how minority and low-income populations might relate to the project. Based on this analysis, the C-ID is the only area along the project corridor with concentrations of minority and low-income individuals above the city average. Sound Transit also focused on the Delridge Station area, as minority and low-income populations to the south of the project corridor are anticipated to access the system at the Delridge Station. Sound Transit used the following strategies to engage these populations during alternatives development and scoping:

- Translated key materials (postcards, posters, display boards, meeting guide handouts, and project folios) into languages spoken in the station area, including simplified Chinese, traditional Chinese, and Vietnamese
- Publicized events online and in print with ethnic newspapers and community calendars
- Provided translators at the Downtown open house, at public meetings and community gatherings
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool
- Held smaller meetings focused on individual communities or organizations
- Attended community organization board meetings
- Installed a rotating project kiosk around public gathering spaces in the neighborhood with panels in English, Chinese and Vietnamese
- Conducted door-to-door business outreach and notifications in language with Department of Neighborhoods community liaisons and translated materials to increase project and process awareness, build relationships, gather feedback, and answer questions
- Met communities where they gather, including fairs and festivals, community events, and meetings
- Hosted listening sessions with residents during existing resident meetings, with presentations and facilitated discussion in language with Department of Neighborhoods Community Liaisons as well as evening meals provided
- Hosted a station community workshop in the C-ID during scoping (described in Section 5.1.1)
- Held a community workshop focused on the proposed Delridge Station during scoping (described in Section 5.1.1)

5.3 Summary of Public Comments

5.3.1 General Project

Major comment themes that applied to the entire project included the following:

- General support for transit and the project.
- Preference for tunnels in both West Seattle and Ballard.
- This is infrastructure that will be there for generations and it is critical to build it right.
- Build it sooner.
- Provide efficient multi-modal transportation access at the stations.
- Make sure that bus schedules and routes are modified to provide well integrated service.
- Provide access for each station from multiple street corners to avoid pedestrians needing to cross busy streets.

5.3.2 Level 3 Proposed Alternatives

Table 5-3 (Summary of Public Comments Related to Project Alternatives) summarizes comments received about the proposed alternatives. The table describes the reasons public comments supported and opposed proposed alternatives, with the more frequently provided comments listed first. Tables 5-3 through 5-7 describe public comments on each of the four segments.

Table 5-3. Summary of Public Comments Related to Proposed Alternatives

Alternative	Comments/Suggestions
Alternative 1, ST3 Representative Project (red/green line)	• Comments supporting this alternative generally did so because of the use of existing street right of way, which could minimize property acquisition, and because of the station locations, especially the Ballard Station on 15th Avenue NW. • Comments also supported this alternative because of the Seattle Center Station on Republican Street due to proximity to Seattle Center, Key Arena, and other venues, and integration with existing bus service. • Comments opposing this alternative generally did so because of the location and east-west orientation of the Alaska Junction Station and because of potential impacts on the freight and maritime industry in Interbay/Salmon Bay. • Some comments opposed this alternative because of the proposed International District/Chinatown Station on Fifth Avenue S due to concern about construction impact on the C-ID community. Many of these comments also noted the potential opportunity to improve transfers to Sounder and King Street Station, and an opportunity to better serve Pioneer Square with a Fourth Avenue S Station location. • Some comments opposed this alternative because of concern about the Midtown Station entrance/construction. These comments were primarily from condominium owners at 909 Fifth Avenue concerned with potential impacts to their property.

Alternative	Comments/Suggestions
	• Many comments opposed a movable bridge over Salmon Bay because of concerns about reliability, although some said it would be acceptable if it did not have to open too frequently and if it could be built faster than other alternatives. • Several comments opposed use of 15th Avenue W in Interbay due to existing traffic congestion, while others said it would be more convenient and a more direct route to have light rail on 15th Avenue W.
Alternative 2, West Seattle Elevated/Chinatown International District 5th Avenue/Downtown 6th Avenue/Ballard Elevated (yellow/brown line)	• Comments supporting this alternative generally did so because of preference for a fixed bridge over Salmon Bay instead of a movable bridge, mostly due to better system reliability and reduced potential for impacts to maritime traffic. • Comments supporting this alternative also preferred the Smith Cove Station location at W Galer Street rather than W Prospect Street. Comments suggested this location would best serve the area including Expedia, Smith Cove Cruise Terminal (Terminal 91), and the Magnolia and Queen Anne neighborhoods, as well as future redevelopment of the Seattle Armory and Port of Seattle land north of the Magnolia Bridge. They also preferred this alternative because of the Interbay Station at Thorndyke Avenue W, which they felt would better serve both Magnolia and Queen Anne. • Some comments supported this alternative because of a preference for a Fifth Avenue S International District/Chinatown Station location, with station access on S King Street, S Jackson Street, and Fifth Avenue S. These comments noted this location could allow for better access to businesses and residences in the C-ID, more efficient transfers between light rail lines, shorter construction duration, and lower cost. - Most comments opposing this alternative had concerns related to the elevated guideway in residential areas of West Seattle and the elevated guideway and elevated station on 14th Avenue NW in Ballard. • Some comments opposing this alternative preferred the International District/Chinatown Station to be located on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square..
Alternative 3, West Seattle Tunnel/Chinatown International District 4th Avenue/Downtown 5th Avenue/Ballard Tunnel (blue line)	• Comments supporting this alternative generally did so because of a preference for the use of tunnels in West Seattle and Ballard to minimize property acquisition and noise, traffic, visual, and economic impacts in these areas. Commenters liked that tunnels enabled station locations to be located closer to the Alaska Junction and Ballard urban village. • Some comments supporting this alternative preferred the International District/Chinatown Station to be located on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Snder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square.. • Some comments supporting this alternative stated a preference for the Midtown Station to be located on Fifth Avenue, primarily for proximity to the downtown core or better connection with the planned Madison bus rapid transit (BRT) route. • Some comments supporting this alternative stated preference for the Denny Station at Denny Way and Westlake Avenue N and the Seattle Center Station

Alternative	Comments/Suggestions
	on Republican Street. • Comments opposing this alternative generally did so because of the potential property acquisition associated with the location of the Delridge Station in West Seattle. • Comments opposing the International District/Chinatown Station on Fourth Avenue S did so because of concerns about less efficient transfers between light rail lines and higher costs. A few comments mentioned longer construction duration and traffic impacts during construction. • Comments opposing this alternative also did so because of concern about the Midtown Station entrance/construction (primarily from condominium owners at 909 Fifth Avenue concerned with potential impacts to their property). • Other comments opposed this alternative due to concerns about the higher cost and the risk of slowing down implementation of the project.

5.3.3 West Seattle/Duwamish Segment

Table 5-4 (Summary of Public Comments Related to West Seattle/Duwamish Segment) summarizes comments received about the West Seattle/Duwamish segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-4. Summary of Public Comments Related to West Seattle/Duwamish Segment

Theme of Comment		Comments/Suggestions
Support for tunnel		Of those that commented on the light rail profile (tunnel or elevated), most comments expressed support for a tunnel and tunnel stations in West Seattle, regardless of cost, rather than elevated alignments. Reasons provided were generally focused on lessening potential neighborhood impacts from property acquisitions, property value decreases, noise, traffic, parking, and visual change. Some commenters expressed concern about the cost of a tunnel and favored an elevated guideway, preferably within the existing right of way of arterial roads.
Alignment	Alaska Junction	Of those that commented on alignments, most comments expressed opposition to the yellow/brown line due to potential property acquisition, noise, vibration, traffic, parking, and visual impacts associated with the elevated alignment between the Avalon Station and the Alaska Junction Station.
	Delridge	Many comments were concerned with impacts to the North Delridge/Youngstown and Pigeon Point neighborhoods and requested study of alternatives to avoid these potential impacts, including alignments on SW Yancy Street and SW Andover Way, and the Level 1 and 2 Pigeon Ridge/West Seattle Tunnel (purple line). Additional detail on these new alternatives is provided in Table 5-7 (New Alternatives Suggested).

Theme of Comment		Comments/Suggestions
Stations	Alaska Junction	A large number of comments were received on the location of the Alaska Junction Station, as follows: • Of those who supported a station in Alaska Junction, most expressed support for a tunnel station in the vicinity of 41st Avenue SW or 42nd Avenue SW. • Some expressed preference for a station, if elevated, to be located on Fauntleroy Way SW near SW Alaska Street to minimize impacts in the Alaska Junction. • Some expressed support for a tunnel station at 44th Avenue SW because the Alaska Junction and Avalon stations would be spaced further apart and combined may have greater ridership. • Some comments expressed preference for a station located in the area bounded by SW Alaska Street, Fauntleroy Way SW, and 35th Avenue SW on the basis that it is primarily a commercial area and could serve as a transit center for light rail and buses, while minimizing impacts to Alaska Junction. • Some comments expressed opposition to having a station at Alaska Junction given the potential for neighborhood impacts and that this area is currently served well by bus.
	Avalon	Some comments support this station and expressed preference for a tunnel rather than an elevated station. Some comments suggested removing or deferring the Avalon Station or consolidating the Avalon and Delridge stations or the Avalon and Alaska Junction stations to save money (to help pay for a tunnel), improve transit travel time, and minimize neighborhood impacts.
	Delridge	Of those that commented on this station, most expressed preference for a station location on Delridge Way SW south of SW Andover Street (the yellow/brown line) compared to the other locations. The reasons provided were less potential impact to residents and businesses, less potential property acquisition, walking access to a larger population center, and better integration with bus routes to the south. A few comments expressed preference for the station location between Delridge Way SW and 26th Avenue SW (the blue line) due to greater opportunities for transit-orientated development. Some comments expressed support for a station located north of SW Andover Street to minimize potential impacts to residences and because this area may have more land suitable for transit facilities and transit-oriented development. • Some comments suggested providing pedestrian access between the station and the Pigeon Point neighborhood.

Theme of Comment	Comments/Suggestions
Duwamish Waterway crossing	Some comments opposed the northern crossing of the Duwamish Waterway due to concerns about potential impacts to Port of Seattle and other industrial properties, including potential economic impacts to shipping. Most of these comments were concerned specifically about impacts to Harbor Island Machine Works associated with the northern crossing. However, some comments also expressed concern that the southern crossing would have potential neighborhood and property acquisition impacts on Pigeon Point. These commenters expressed support for either the northern crossing of the Duwamish Waterway or the Level 1 and 2 Pigeon Ridge/West Seattle Tunnel (purple line). A few comments comments suggested a tunnel under the Duwamish Waterway to minimize potential impacts to maritime transportation and industry.
New alternatives	Additional detail on new alternatives suggested is provided in Table 5-7 (New Alternatives Suggested).
Future extension	Numerous comments were made in relation to future extension of light rail south of the project. Some comments requested extension to the south from Delridge Station to Westwood Village, White Center, and Burien be considered. It was suggested this could remove the need for the Alaska Junction Station to have a north/south orientation, and the station could be oriented east/west as shown for the ST3 Representative Project. Other comments suggested the southern extension could occur from Avalon Station along 35th Avenue SW. A few comments requested that High Point be served by a future extension. Several comments on the yellow line (Alternative 2) were concerned with potential property acquisition and neighborhood impacts from a potential future extension south from the Alaska Junction Station at 41st Avenue SW.

5.3.4 SODO/Chinatown-International District Segment

Table 5-5 (Summary of Public Comments Related to SODO/C-ID Segment) summarizes public comments received on the SODO/C-ID segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-5. Summary of Public Comments Related to SODO/C-ID Segment

Theme of Comment	Comments/Suggestions
SODO Station	Several comments supported moving the SODO Station closer to S Lander Street for easier and safer pedestrian access. Some comments also expressed the importance of efficient transfers between the light rail lines at SODO Station.
Alignment in SODO	Many suggested a surface alignment due to concerns about ensuring efficient transfers between the light rail lines at SODO station. Several comments

Theme of Comment	Comments/Suggestions
	supported adding east-west overpasses at S Holgate and S Lander streets to reduce at-grade crossing conflicts and to ensure reliable light rail operations.
International District/Chinatown Station	• Some comments expressed preference for the station to be located on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square.. Several comments suggested that the station have movable walkways between the lines if transfer distances are substantial. • Some comments expressed preference for the station to be located on Fifth Avenue S, with station access on S King Street, S Jackson Street, and Fifth Avenue S to allow for better access to businesses and residences in the C-ID, more efficient transfers between light rail lines, shorter construction duration, and lower cost. Comments expressed the importance of designing the station such that transfers between the existing and new light rail lines are as efficient as possible and do not require passengers to come up to street level to transfer. Some comments expressed a desire for safe and efficient transfers to Sounder and the King Street Station. Transfers to King County Metro and Sound Transit express bus service and Seattle Streetcar should also be safe and efficient. Some comments also expressed an interest in creating an efficient multimodal hub at International District/Chinatown Station more generally, including interest in activating Union Station and improving the public realm. Many comments expressed preference for a shallow station rather than a deep station due to concerns about making transfers and access to the stations as efficient and convenient as possible. Several comments expressed preference for the station to be named Chinatown International District. It was requested that wayfinding/signage at the station and announcements on trains be in both English and Chinese.
New alternatives	Additional detail on new alternatives suggested is provided in Table 5-7 (New Alternatives Suggested).

5.3.5 Downtown Segment

Table 5-6 (Summary of Public Comments Related to Downtown Segment) summarizes comments received on the Downtown segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-6. Summary of Public Comments Related to Downtown Segment

Theme of Comment	Comments/Suggestions
Midtown Station	Comments relating to the location of this station were as follows: • Some comments expressed preference for the station to be located on Fifth Avenue, primarily for proximity to the downtown core or better connection with the planned Madison BRT route. Comments on the Fifth Avenue station location varied, recommending entrances at Fifth Avenue/Columbia Street, Fifth Avenue/Marion Street, Fifth Avenue/Madison Street, Fifth Avenue/Seneca Street, and Fourth

Theme of Comment	Comments/Suggestions
	Avenue/Madison Street. • Some comments expressed preference for the station to be located on Sixth Avenue due to less potential impact to residences and businesses, greater flexibility in station design, better connection with the planned Madison BRT route, and better access to First Hill. Support was expressed for the station at Sixth Avenue/Seneca Street and Sixth Avenue/Spring Street. Many comments suggested that a Midtown Station location at Madison Street be accessible from both sides of Madison Street. Several comments were received about the steep slope of Madison and Marion streets, and requested that station entrances at these locations be designed with consideration of the access challenges the steep slope presents or alternatively consider station access from Fourth Avenue to reduce the slope climb needed. Several comments suggested an underground pedestrian walkway be provided between First Hill and the Midtown Station. Some comments were received from residents of the condominium building at 909 Fifth Avenue relating to the Midtown Station. Major concerns included construction impacts (particularly noise, air quality, disruption to utilities, and potential impacts to the structural integrity of the building), vibration impacts during operation, property value impacts, potential impacts to the 909/901 Fifth Avenue plaza and urban green space, parking impacts, and potential for crime to increase. Some residents opposed siting a station at Fifth Avenue/Madison Street. A number of comments were received about new alignments and Midtown Station as described in Table 5-7 (New Alternatives Suggested). One comment expressed concern with the potential use of Interstate 5 right of way associated with the Midtown Station location on Sixth Avenue, which could restrict future uses of the right of way.
Westlake Station	Comments about this station did not express strong preference for Westlake Station to be located on Fifth or Sixth Avenue. Comments requested that the station be designed such that transfers between the existing rail line and the new line are efficient and do not require passengers to come up to street level to transfer. It was also suggested that the station have movable walkways between the lines if transfer distances are substantial.
Denny Station	Most of the comments about this station expressed a preference for Denny Station to be located at Denny Way and Westlake Avenue N (to the south of Denny Way), with station entrances on all four corners of the intersection. Many commenters liked that this location would provide better access to Belltown than other alternatives. Other comments suggested the Denny Station be located farther west, such as on Fifth Avenue/Denny Way or Sixth Avenue/Denny Way, to better serve Belltown.
South Lake Union Station	Many comments suggested the South Lake Union Station be located on Harrison Street to integrate with bus service on Aurora Avenue N and maximize ridership. Some comments expressed concern about siting a station on Mercer Street due to potential traffic impacts.

Theme of Comment	Comments/Suggestions
Seattle Center Station	Many comments about this station supported the Republican Street station location because of its proximity to Seattle Center, Key Arena, and other venues and integration with existing bus service. Several comments expressed concern about siting a station on Mercer Street due to potential traffic impacts, while others expressed preference for a station at Mercer Street due to proximity to the Queen Anne neighborhood. Other comments suggested moving the station farther south to better serve Belltown.
New alternatives	Additional detail on these new alternatives is provided in Table 5-7 (New Alternatives Suggested).

5.3.6 Interbay/Ballard Segment

Table 5-7 (Summary of Public Comments Related to Interbay/Ballard Segment) summarizes comments received on the Interbay/Ballard segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-7. Summary of Public Comments Related to Interbay/Ballard Segment

Theme of Comment		Comments/Suggestions
Alignment	Smith Cove	Some comments expressed support for a surface alignment running under the W Galer Street Bridge and the Magnolia Bridge before traveling between the BNSF Railway tracks and Seattle Armory. The main reason for supporting this alignment was cost.
	Interbay	Most comments about the alignment in Interbay supported an alignment next to the BNSF tracks in Interbay, mostly due to the potential for reduced noise and traffic impacts as well as avoiding impacts to the Southwest Queen Anne Greenbelt. However, some comments stated a preference for the alignment along 15th Avenue W due to a more direct alignment. Other comments stated a preference for a 20th Avenue W alignment as described in Table 5-7.
	Ballard	Most comments regarding the alignment in Ballard supported a tunnel under 15th Avenue NW or 14th Avenue NW compared to an elevated alignment. This was due primarily to concerns about potential traffic, noise, visual, air quality, construction, property value, and acquisition impacts. However, several comments expressed concern about the cost of a tunnel compared to an elevated alignment.
Stations	Smith Cove	Several comments were received regarding the location of the Smith Cove Station. Some favored the Smith Cove Station located close to W Galer Street on the basis that it would better serve the Smith Cove area including Expedia, Smith Cove Cruise Terminal, the Magnolia and Queen Anne neighborhoods, and future redevelopment of the Seattle Armory and Port of Seattle land. Some comments expressed preference for a Prospect Street location. Comments suggested improving pedestrian/bicycle access to the station. It was also suggested that pedestrian access between the station and Queen Anne could be improved by providing a more direct walkway through Kinnear Park to W Olympic Place and 10th Avenue W.

Theme of Comment		Comments/Suggestions
	Interbay	Several comments were received on the location of the Interbay Station: • Many comments suggested the importance of the Interbay Station being as close as possible to W Dravus Street for better bus-rail transfers. • Some comments expressed preference for a station location at Thorndyke Avenue W, because it would better serve the Magnolia neighborhood compared to the W Dravus Street/15th Avenue W location. • Other comments suggested a station at W Dravus Street/15th Avenue W would better serve Queen Anne. • Some comments expressed preference for the Interbay Station to be located closer to Fishermen's Terminal than either the W Dravus Street/15th Avenue W and Thorndyke Avenue W station locations. Some comments suggested improving pedestrian/bicycle access to the station, particularly on the W Dravus Street overpass of the BNSF railroad tracks.
	Ballard	• Comments regarding this station generally stated a preference for a station located on 15th Avenue NW to be closer to the commercial core and housing density. Many comments about the 14th Avenue NW were concerned about the walkability of that area, particularly safety and efficiency concerns for the large number of pedestrians who would need to cross 15th Avenue NW to access a station at 14th Avenue NW from the downtown core of Ballard. • Some comments expressed preference for a station location on 14th Avenue NW due to its wide right of way and reduced impacts on traffic on 15th Avenue NW. Comments supported both tunnel and elevated stations at both 15th and 14th Avenue NW. Comments stated a preference for a station on 15th Avenue NW to be accessible from both sides of the street. Some comments supported a station farther west, as described in Table 5-6 (New Alternatives Suggested).
Salmon Bay Crossing	Bridge	Most comments regarding the bridge over Salmon Bay supported a fixed bridge instead of a movable bridge, mostly due to better system reliability and reduced potential for impacts to maritime traffic. Comments supporting a movable bridge said it would be acceptable if it did not have to open too frequently and if it could be built faster than other alternatives. Some comments stated preference for the bridge location east of the Ballard Bridge to reduce potential impacts to Fishermen's Terminal. Some commented that rider experience (views) would be better from a bridge compared to a tunnel. A few comments suggested that a pedestrian/bike lane be incorporated into the Salmon Bay crossing (on the bridge specifically), with connection to the Burke-Gilman and Lake Washington Ship Canal trails.
	Tunnel	Most comments supported a tunnel under Salmon Bay, regardless of cost, as a way to reduce potential property acquisition and impacts to Fishermen's Terminal and to reduce marine transportation, maritime safety, visual, and maritime business impacts both during construction and operation. Some expressed concern about the cost of a tunnel when compared to a bridge.

Theme of Comment	Comments/Suggestions
	Many of the comments expressing preference for a tunnel under Salmon Bay noted concerns about neighborhood impacts of an elevated alignment in Ballard. Other comments noted that a tunnel could provide an opportunity to site the Ballard Station farther west, closer to the commercial core of Ballard.
New alternatives	Additional detail on these new alternatives is provided in Table 5-7 (New Alternatives Suggested).
Future extension	Many comments requested that a future extension north go to NW 65th and NW 85th streets to serve neighborhoods such as Crown Hill, Whittier Heights, Loyal Heights, North Beach, and Greenwood. A future extension to Northgate was also mentioned. Most comments on northern extension of the segment expressed concern about the feasibility of a future extension of an elevated alignment on 14th Avenue NW, primarily due to Ballard High School, Gemenskap Park, and the residential nature of 14th Avenue NW north of NW Market Street. It was suggested that extension to the north would be more feasible from a 15th Avenue NW alignment. There were also comments stating that the feasibility of a future extension east to Fremont, Phinney Ridge, Wallingford, and University District and west towards 20th Avenue NW should be considered in the design.

5.3.7 Environmental Concerns

Table 5-8 (Summary of Environmental Concerns) summarizes comments provided on environmental concerns.

Table 5-8. Summary of Public Comments on Environmental Concerns

Theme of Comment	Comments/Suggestions
Air Quality and Climate Change	Some comments expressed concern about potential air quality impacts, particularly dust emissions caused by construction. Some commenters were concerned about potential air quality impacts during operation. However, others acknowledged the benefit of transit on air quality and carbon emission reduction. Commenters requested that climate change, in particular sea level rise, be considered in siting and design of alignments and stations.
Construction Impacts	Many comments expressed concern about construction impacts, particularly to residences and businesses. Major concerns were related to noise, air quality, lighting, transportation (autos, bicycles, transit, parking), and access to businesses. The majority of construction impact concerns were raised about the West Seattle, C-ID, Downtown (specifically in the vicinity of the Midtown Station), and Ballard neighborhoods. There were fewer comments about construction impacts in SODO, Interbay, and other areas of Downtown. Concerns were also raised about the long duration of construction and associated impacts.

Theme of Comment	Comments/Suggestions
Economics	Many comments expressed concern about the potential economic impact of light rail operations on businesses and residents: • Of the comments received about economic impacts, most expressed concern about potential economic impacts to business districts, particularly the Alaska Junction business district in West Seattle and the Chinatown business district. A few comments expressed concern about impacts to the Uptown Urban Center in Lower Queen Anne. • Many comments expressed concern about potential impacts to maritime businesses along the Duwamish Waterway, Harbor Island, Salmon Bay, and the Lake Washington Ship Canal. Individual businesses were frequently mentioned including the Port of Seattle shipping terminals and Nucor Steel in West Seattle. Some comments raised concern about potential impacts on maritime business freight routes, particularly those serving Harbor Island and Salmon Bay. Some comments pointed out that the economy of the State is in part dependent on accessibility to Port of Seattle shipping terminals on Harbor Island. • Some comments expressed concern about potential economic and social impacts to the West Seattle Farmers Market and other events. • Of the comments received about economic impacts, most raised concern about the potential for property values to decrease. The majority of concern was from the West Seattle community; however, several commenters from Ballard also expressed this concern. Several of these comments were made about the potential impact to rental income. • Concerns were raised over acquisition of affordable housing and the loss of housing during a housing shortage. The majority of these concerns were about the West Seattle community. • Some commenters noted the economic benefits of the project in relation to stations, including the potential for increased revenue generation for existing businesses, opportunities for transit-oriented development including high-density residential development, and increased property values. Some commented on the economic benefits of the project related to improving mobility and reducing transportation costs.
Electromagnetic Fields	A few comments expressed concerns about the impact of electromagnetic fields.
Environmental Justice	Some comments expressed concern about potential economic, displacement, and neighborhood impacts to minority and low-income communities and businesses in West Seattle and the C-ID. The missed opportunity to reach underserved populations, such as the White Center neighborhood, was also mentioned. Other comments noted the benefits to low-income residents of providing lower-cost transportation to Downtown and other employers along the alignments.
Fish and Wildlife Habitat	Some comments expressed concern about potential impacts to fish habitat in Longfellow Creek, the Duwamish Waterway, and Salmon Bay. Comments were also received about potential impacts to other wildlife (including bald eagles, a heron rookery at Pigeon Point, and other bird species) and about vegetation removal (including trees lining roadways).

Theme of Comment	Comments/Suggestions
Geology	Some comments expressed concern about geological hazards, many requesting that soil stability/liquefaction and earthquake hazards be considered in siting and design of alignments and stations, particularly those in West Seattle and Lower Queen Anne. A few comments were made about potential impacts to groundwater.
Hazardous Materials	Some comments expressed concerns about the potential to encounter hazardous materials in soil and sediment, particularly in the Duwamish Waterway, at Harbor Island, and in Salmon Bay.
Health	A few comments expressed concern about the potential health impacts of the project, particularly associated with noise and air quality for those with asthma.
Historic Properties	Some comments expressed concern about potential impacts to historic properties in West Seattle, the C-ID (particularly Chinatown Gate), Pioneer Square, and Ballard. Potential impacts to Seattle Landmarks were also a concern. One comment expressed concern about potential impacts to 1980/90-era murals on some buildings in the Alaska Junction.
Land Use	Many comments suggested that station planning should examine redevelopment potential, particularly transit-oriented development and higher density or mixed-use developments including affordable housing. The majority of comments on affordable housing were in relation to West Seattle and the C-ID. Comments suggested that recommendations on zoning changes in areas around station locations be provided.
Mitigation	Some comments requested mitigation for potential impacts, particularly in relation to noise, traffic, park, visual, minority and low-income community, and business impacts. It was also suggested that the cost of mitigation for potential impacts associated with elevated alignments may justify the cost of tunnels in West Seattle and Ballard.
Neighborhoods	Of the comments on environmental concerns, the most comments were received about potential neighborhood impacts, particularly in West Seattle, the C-ID, and Ballard (in the vicinity of 14th Avenue NW). Many of these comments were from the West Seattle community. Comments generally focused on elevated guideways and stations dividing neighborhoods and potentially impacting the walkability and aesthetics of neighborhoods and causing noise and visual impacts. A few comments were concerned about acquisition of, or impact to, schools, cultural centers, and community facilities. Concerns about adverse impacts to the safety of neighborhoods and increased crime and homelessness in the vacant areas below the elevated guideway were also raised. Comments were also received about the safety of alignments, specifically in relation to children being able to access the tracks.
Noise and Vibration	Many comments referenced potential for noise and vibration impacts in residential areas during construction and operation, particularly in relation to the elevated guideway and elevated and surface stations. The majority of noise impact concerns were about the West Seattle, Downtown (in the vicinity of the Midtown Station), and Ballard neighborhoods. To reduce noise and vibration impacts in Interbay, it was suggested that the alignment be located adjacent to the BNSF tracks.

Theme of Comment		Comments/Suggestions
Parks, Trails, and Open Space		Many comments were received about potential impacts to public parks and open space, in particular West Seattle Golf Course, Camp Long, Delridge Playfield, Delridge Community Center, the "22nd Avenue SW End Park," Fairmount Park, West Duwamish Greenbelt, urban green space in Downtown, Southwest Queen Anne Greenbelt, Interbay Golf Course, and Interbay P-Patch. Many of these comments expressed concern about potential impacts to the West Seattle Golf Course, whereas others expressed support for routing alignments adjacent to or through the golf course. Some comments expressed concern about impacts to the West Seattle Bridge trail because it is an important bicycle route between West Seattle and Downtown. A few comments suggested that the project integrate the Burke-Gilman trail "missing link."
Property Acquisition		Many comments were received expressing concern about property acquisition, with most of them concerned about potential acquisition of residential property in West Seattle. Acquisition of businesses in West Seattle was also commented upon. A number of comments were concerned about additional residential property acquisition with future extensions to the south from the Alaska Junction Station with an elevated alignment.
Public Services		Some comments were received about potential impacts to emergency vehicle access during construction and operation. Concerns generally related to the potential for increased traffic congestion and for guideway and station design/location to adversely impact emergency response times.
Transportation	Traffic	Many comments expressed concern about the traffic impacts of adding guideway and at-grade pedestrian crossings (for station access) to already congested roadways, particularly on 15th Avenue W in Interbay, 15th Avenue NW in Ballard, and Fifth Avenue in Downtown near the Midtown Station. A few comments expressed concern about traffic impacts on Fourth Avenue S in the C-ID. Concern was also expressed about increased traffic on residential streets near stations. Some comments were also made about the benefit of the project reducing reliance on cars.
	Parking	Some comments were received about potential impacts to parking, specifically in relation to the loss of on-street parking for businesses and residents near stations. Comments were received suggesting that parking be provided at stations, in particular at Alaska Junction, Avalon, Delridge, and Ballard stations to minimize hide-and-ride parking in neighborhoods.
	Multi-modal connections	Concerns were raised about the potential impact of the alternatives on transit (bus) and bicycle transportation. Many comments suggested that the project facilitate efficient multi-modal connections/transfers at stations (particularly with bus service and bicycle paths) and provide supporting infrastructure such as bike racks. Many comments expressed the importance of efficient transfers between the light rail lines at Westlake Station, International District/Chinatown Station, and SODO Station. Multi-modal connections with Amtrak and the streetcar were also commented on. It was suggested that bus routes/schedules be modified to provide well integrated service. The importance of multi-modal connections, particularly with bus service, serving West Seattle, SODO, C-ID, Queen Anne, Magnolia, and Ballard were commented on frequently.
	Ridership	Comments requested that walksheds and access by bicycles be analyzed to improve ridership and compare ridership between alternatives.

Theme of Comment		Comments/Suggestions
		Comments also stated that potential ridership should consider future development plans and growth such as potential redevelopment of the Seattle Armory and Port of Seattle land in Interbay.
	Station access	Many comments were received emphasizing the importance of easy access to stations, particularly providing accessible facilities at stations to comply with the Americans with Disabilities Act. Elevators, escalators, movable walkways, and adequate lighting should be implemented to facilitate safe and efficient access to stations (refer to Tables 5-2 through 5-5 for station-specific access comments). A large number of comments about station access were in relation to the C-ID shallow versus deep stations and expressed a preference for shallow stations to facilitate more efficient station access.
	Travel times	Some comments were received requesting that light rail service travel times be quick and efficient. Concerns were raised about the efficiency of a movable bridge over Salmon Bay and the impact on travel times and reliability. Comments also recommended multi-modal connections be efficient so as to minimize overall commute travel times and increase ridership potential.
	Safety	Some comments were received expressing concerns about safety, particularly in relation to potential conflicts between cars and pedestrians/bikes near station entrances/exits. A number of comments were received specifically about the safety of pedestrians crossing 15th Avenue NW to access a station on 14th Avenue NW in Ballard. Many of these comments expressed a preference for a station location at 15th Avenue NW and the desire for station accesses on the west side of 15th Avenue NW to ease pedestrian access to the station from the commercial core of Ballard. Numerous comments were also received about pedestrian safety in the vicinity of the Alaska Junction and SODO stations.
Visual Impacts		Many comments were received about the potential for visual impacts, primarily in West Seattle and Ballard. Most of the concerns were in relation to elevated guideways impacting the visual character of neighborhoods, blocking views, causing light pollution, and shadowing. Concerns were also raised about the potential visual impact of a fixed bridge over Salmon Bay. To reduce visual impacts in Interbay, it was suggested that the alignment be located adjacent to the BNSF tracks.
Water Quality		Several comments were received expressing concern about potential impacts to water quality in Longfellow Creek, the Duwamish Waterway, Elliott Bay, and Salmon Bay.

5.3.8 New Alternatives

Table 5-9 (Summary of Public Comments on New Alternatives) summarizes comments on new alternatives.

Table 5-9. Summary of Public Comments on New Alternatives

Theme of Comment	Comments/Suggestions
West Seattle (Alaska Junction)	The following new alternatives were suggested: • Some comments suggested that an elevated alignment should stay on Fauntleroy Way SW and terminate near SW Alaska Street to minimize impacts in Alaska Junction. Some comments suggested a similar alignment but in a tunnel (and associated with the Level 1 and 2 Pigeon Ridge/West Seattle Tunnel (purple line) alternative). • Some comments suggested a modification to the Representative Project alignment to be elevated on Fauntleroy Way SW and SW Alaska Street, but turn south at 41st Avenue SW and terminate at a station oriented north-south on 41st Avenue SW south of SW Alaska Street. • Some comments suggested a shorter tunnel route that would be elevated on Fauntleroy Way SW traveling south from Avalon Station, then transition to a tunnel with a station underneath 42nd Avenue SW.
West Seattle (Youngstown/North Delridge/Pigeon Point)	The following new alternatives were suggested: • Some comments suggested an alternative on SW Yancy or Andover streets in the Delridge Valley, such as the Yancy Street/West Seattle Tunnel (pink line) studied in Level 1, to avoid and minimize impacts to the Youngstown/North Delridge neighborhood. • Some comments suggested studying the Pigeon Ridge/West Seattle Tunnel (purple line) from Level 1 and 2, to avoid and minimize impacts to the Youngstown/North Delridge neighborhood and Pigeon Point. • Some comments suggested a Duwamish Waterway crossing primarily on the south side of the West Seattle Bridge that would transition to the north side on the west side of the Duwamish Waterway to avoid both Port of Seattle property and Pigeon Point. • Some comments suggested using a portion of the West Seattle Golf Course or the Delridge Playfield to minimize impacts to the Youngstown/North Delridge neighborhood. Suggestions included using the northern portion of the golf course along SW Genesee Street or traveling south of the West Seattle Stadium to a tunnel portal in the vicinity of Rotary Viewpoint Park near SW Alaska Street and 35th Avenue SW. • Some comments suggested continuing west along the West Seattle Bridge to SW Avalon Way and following SW Avalon Way on an elevated structure. Comments suggested a park-and-ride lot or transit hub near the west end of the West Seattle Bridge. • A few comments suggested a tunnel under the Duwamish Waterway to minimize potential impacts to maritime transportation and industry. • A comment suggested adding an additional station on the east side of the Duwamish Waterway to serve industry in this area.
West Seattle (Other Modes)	• Some comments suggested that light rail should terminate in North Delridge or near the West Seattle Bridge. This could be combined with a transit hub to provide transfers to improved bus service to reach Alaska Junction and other West Seattle neighborhoods. • Some comments suggested not building light rail to West Seattle and

Theme of Comment	Comments/Suggestions
	improving existing bus routes instead. • A few comments suggested an aerial tram at Delridge Station could connect areas to the west with this Delridge Way SW light rail alignment.
West Seattle (Other Alignments)	• Some comments suggested that the alignment continue south on Delridge Way SW toward South Delridge, Westwood Village, White Center, and other neighborhoods to the south, rather than go to Alaska Junction. Some suggested this in combination with a transit hub near the west end of the West Seattle Bridge to facilitate bus connections to reach Alaska Junction and other West Seattle neighborhoods. Some suggested surface light rail on Delridge Way SW. • Some comments suggested extending south on 35th Avenue SW rather than to Alaska Junction. These included suggestions of a tunnel under 35th Avenue SW or surface light rail. • Some comments suggested that a future extension from Alaska Junction should connect to the Fauntleroy Ferry Terminal. • Some comments suggested a more southerly alignment to serve Georgetown, South Park, and White Center and extend to Burien and the airport. Other comments suggested the use of the SR 509 highway corridor. • Some comments suggested a more southerly alignment, crossing the Duwamish in the vicinity of Georgetown and following a more gradual slope to reach Alaska Junction and connect underserved areas south of Alaska Junction. Some alignment suggestions included using the approximate corridors of Myers Way S, SW Roxbury Way, and 35th Avenue SW.
SODO	The following new alternative was suggested: • Elevate both the West Seattle line and the Ballard line through SODO.
Downtown	The following new alternatives were suggested: • Some comments expressed preference for a station to be located east of Interstate 5 to provide better access to First Hill and medical facilities such as Harborview Medical Center. • Some comments suggested the Denny Station be located further west, such as on Fifth Avenue/Denny Way or Sixth Avenue/Denny Way, to better serve Belltown. Other comments suggested moving the Seattle Center Station further south to better serve Belltown. • A few comments expressed preference for the alignment and station to be located on Fourth Avenue, with the Midtown Station between James and Madison Street due to the open parking lots and parking garages in this area. Another comment suggested the alignment extend from Fifth Avenue in the C-ID over to Third Avenue near the existing rail station and then proceed north to Denny Station. Other comments included siting the South Lake Union Station east of Aurora Avenue N and spanning Mercer Street and following SR 99 from Downtown up to north Seattle.

Theme of Comment	Comments/Suggestions
Interbay/Ballard	The following new alternatives were suggested: • Some comments suggested a Salmon Bay tunnel located to the west of Fishermen's Terminal that would follow 20th Avenue NW to NW Market Street. This alignment included a bridge over the BNSF railyard, an optional station at Fishermen's Terminal, a tunnel under Salmon Bay, and a station at 20th Avenue NW and NW Market Street in Ballard. • Some comments stated preference for a 20th Avenue W alignment in Interbay to better serve Magnolia and due to concerns that an alignment on 15th Avenue W will contribute to increased traffic congestion. • Some comments suggested, more generally, a Ballard Station closer to the core of the Ballard urban village. Suggestions included a station in the vicinity of 20th Avenue NW or 17th Avenue NW. • Some comments suggested a 14th Avenue NW fixed bridge alignment with Ballard Station located on 15th Avenue NW. • Some comments suggested an additional station immediately to the north of Ballard Bridge. It was suggested that this station location could potentially have a pedestrian/bicycle connection to the Burke-Gilman Trail. • Some comments suggested alignment and station locations to serve neighborhoods to the north (Whittier Heights, Crown Hill, and Greenwood) and east (Fremont, Phinney Ridge, Wallingford, and U-District, and the urban center of Upper Queen Anne).
Operations and Maintenance Facility	It was suggested that the existing Forest Street operations and maintenance facility be expanded by adding levels.

5.3.9 Other Comment Categories

Table 5-10 (Summary of Other Public Comments) summarizes other comments that do not fall into the categories discussed above in Tables 5-3 through 5-9.

Table 5-10. Summary of Other Public Comments

Theme of Comment	Comments/Suggestions
Alternative Technology	A comment was received suggesting that monorail technology be used. Other comments suggested a streetcar or aerial tramway would be preferable to light rail or could be used in conjunction with light rail to provide access to certain station locations. Water taxi between West Seattle and Ballard was also recommended. A few comments suggested bus rapid transit would be preferable to light rail.
Cumulative considerations and impacts	It was suggested that the project design be coordinated with replacement of the Magnolia Bridge. It was also recommended that cumulative impacts associated with the planned expansion of Terminal 5 be considered. Comments noted the general fatigue with construction disruption in SODO, C-ID and Pioneer Square and asked that cumulative construction impacts and environmental justice be evaluated.

Theme of Comment	Comments/Suggestions
Project cost and funding	A large number of comments expressed a desire for tunnels and hope that third party funding could be acquired. Some suggested finding ways to reduce costs to help pay for tunnels, such as removing or delaying the Avalon Station as a means to help pay the higher cost of a tunnel from Avalon to Alaska Junction. A large number of comments expressed concern about project costs and about pursuing alternatives, such as tunnels, that would require third party funding and could slow implementation of the project.
Safety	A few comments raised concerns about maintenance and the general safety of the light rail system during adverse weather.

5.4 Businesses and Business Organizations

Table 5-11 (Summary of Business and Business Organization Comments) summarizes the comments submitted on behalf of community organizations during scoping. Copies of these submittals are available in Appendix E (Business and Business Organization Comments).

Table 5-11 Summary of Business and Business Organization Comments

Business/Business Organization	Comments
American Waterways Operators	The American Waterways Operators expressed concern about the project potentially impacting navigation and maritime businesses in the West Seattle and Ballard areas. Specific comments regarding the West Seattle Link Extension included: • Concern about disruption of freight mobility to the Port of Seattle terminals. Rail, vehicle, and marine access to and from public and private marine terminals needs to be maintained, particularly Terminals 5 and 18 (on Harbor Island). They request that the north Duwamish Waterway crossing (Alternative 3 [blue line]) maintain full operation of marine facilities (truck, rail, and ship access) during construction and operation. • The project should avoid adversely affecting planned improvements to Terminal 5 and the recently completed Lander Street Bridge improvements. • They recommend aligning the Duwamish Waterway crossing farther south of the West Seattle Bridge consistent with the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line). • They recommend that the bridge over the Duwamish Waterway be at least as high as the West Seattle Bridge and that column spacing be at least 200 feet apart. Specific comments regarding the Ballard Link Extension included: • The project should avoid adverse impacts to existing and future navigation on the Ship Canal. Bridges and bridge abutments across Salmon Bay have the potential to adversely impact safety and efficiency of navigation. • They support a tunnel under Salmon Bay.

Business/Business Organization	Comments
Anderson & Associates	Anderson & Associates is opposed to an elevated Ballard Station at 14th Avenue NW and NW Market Street due to potential property acquisition impacts. Their property at 14th Avenue NW and NW Market Street is in the planning stages for a mixed use commercial and residential project. They request that station access for a 14th Avenue NW station be located to the south of NW 54th Street.
Bowman Refrigeration	Bowman Refrigeration supports a tunnel under the Ship Canal. They are concerned with maritime business and access/transportation impacts in the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) related to both 15th Avenue W/NW and 14th Avenue W/NW bridge locations. They are also concerned about direct impacts to their property with the 14th Avenue W/NW bridge location and cumulative property impacts with the Burke-Gilman Trail/Missing Link. They requested all costs associated with building an elevated crossing be considered. They also requested an explanation of why a tunnel crossing of the Ship Canal was not included in ST3, and feel that a tunnel may be closer in cost to a bridge than estimated so far due to potentially uncaptured costs.
CenterPoint Properties Trust	CenterPoint Properties Trust requests elimination of the north crossing of the Duwamish Waterway due to potential property acquisition, economic impacts, and freight mobility associated with the north crossing. CenterPoint Properties Trust has three rental properties adjacent to Terminal 5 whose tenants rely heavily on access to the waterway, moorage, railroad lines, and freight access/circulation. They are concerned with cumulative access impacts when combined with Terminal 5 improvements. They request that Sound Transit study the Duwamish Waterway crossing independently of the rest of the West Seattle to Downtown alternatives in the Draft EIS. They suggested topics to study in the Draft EIS, including acquisitions, utilities, economics, land use, social justice, traffic, and disaster planning.
Coastal Transportation Inc. and Salmon Bay Terminals	Coastal Transportation and Salmon Bay Terminals requests that Sound Transit eliminate the high-level fixed bridge alternative on 14th Avenue W from the Draft EIS as they believe it would displace Coastal Transportation, which is the only remaining Aleutian Trade Act of 1990 shipping company offering critical year-round sailings to and from ports on the Alaska Peninsula, the Aleutian Islands, and the Pribilof Islands. Salmon Bay Terminals provides terminal and property management for Coastal Transportation. The location of Coastal Transportation is unique and irreplaceable because it has direct railroad and intermodal loading access from the marine terminal, a freshwater port, and a lack of tidal activity. They request that the Preferred Alternative include a tunnel crossing under Salmon Bay because it would have the least impact to industrial businesses and their employees (including Coastal Transportation) and because they believe the tunnel option best meets the purpose and need to provide high quality rapid, reliable and efficient service. . They requested that alternatives for the West Seattle Extension be studied separately from the alternatives for the Ballard Extension, and suggested several elements of the environment for study in the Draft EIS including unavoidable adverse impacts; acquisitions, displacements, and relocations; economic impacts; geology and soils; land use; social justice; traffic; visual and aesthetics; water resources and wildlife and endangered species.

Business/Business Organization	Comments
Elliott Way Partners, LLC	Elliott Way Partners, LLC, supports Alternative 1 (green line) for the Ballard to Downtown alignment and a Smith Cove Station at W Prospect Street (Alternatives 1 [green line] and 3 [blue line]), because they would better facilitate redevelopment of the Elliott Avenue corridor and have greater ridership due to proximity to Expedia. They are concerned about safety, bicycle/pedestrian access, and ridership related to the W Galer Street station location. They noted the potential for contaminated sites in the vicinity of Elliott Avenue W. They request the EIS analyze potential impacts from the Smith Cove Station in the following categories: acquisition, displacements, and relocation; land use; economics; social impacts, community facilities, and neighborhoods; visual and aesthetics; noise and vibration; geology and soils; environmental justice; and transportation.
Evergreen Power Systems	Evergreen Power Systems stated concern about the south Duwamish Waterway crossing (Alternatives 1 [red line] and 2 [yellow line]) related to: • The potential relocation of their headquarters and their inability to locate to a suitable replacement property without substantial economic and operational impacts. • Potential for construction impacts associated with traffic, noise, and vibration (that may impact their lab and network systems), air emissions, and liquefaction. • Operational impacts, including potential access restrictions, reduced property values, noise and vibration, and visual impacts. They noted a preference for the north Duwamish Waterway crossing (Alternative 3 [blue line]).
Expedia Group	Expedia Group supports the Smith Cove Station location for the ST3 Representative Alignment at W Prospect Street as it would better serve Expedia Group headquarters, maximizing ridership and reducing single-occupancy vehicle trips. They also support this station because it takes advantage of the existing pedestrian Helix Bridge. They support an elevated guideway in public right of way to preserve land for future TOD and commercial and residential development.
Harbor Island Machine Works	Harbor Island Machine Works is opposed to the north Duwamish Waterway crossing because of potential vibration impacts to their business, a specialized business with equipment that would be difficult to move. They noted that their location is important for many of their customers, as they serve many businesses in the maritime industry, along with other industrial and government customers that are spread throughout the region. Over 100 comments from members of the community were also received in support of Harbor Island Machine Works and opposed to the north Duwamish Waterway crossing because of potential impacts to this business.

Business/Business Organization	Comments
International Longshore and Warehouse Union Local 19	International Longshore and Warehouse Union Local 19 is concerned with potential impacts to union workers, including their ability to travel to/from and during work. They suggested changes to the Purpose and Need related to preserving industrial areas near light rail. They are concerned about direct and indirect impacts to freight facilities, development and TOD pressures affecting industrial uses, and effects on freight mobility for all modes of freight movement in both the Duwamish and Interbay industrial areas. They suggested that the EIS consider preservation and protection for the growth of maritime and industrial jobs in the Manufacturing and Industrial Centers and consider the impacts to industrial areas from potential TOD. The Union noted that a north Duwamish Waterway crossing would go through Terminals 18, the ingress/egress at Terminal 5 (which will be under construction shortly), and Terminal 20/25. They stated that this would be catastrophic for Washington's marine cargo business in the Port of Seattle and the Puget Sound Gateway, would constrain international trade through the state and region, and result in local living wage job loss. They request that the north Duwamish Waterway crossing be eliminated from further study and that the Level 2 purple line be studied further in the Draft EIS.
Lander Street Partners LLC	Lander Street Partners LLC favors the ST3 Representative Project in SODO. They are concerned with potential construction-period impacts to businesses around the SODO station and feel an elevated station and alignment down the E3 Busway would minimize business impacts.
Martin Smith Inc.	Martin Smith Inc. supports the issues outlined in the Alliance for Pioneer Square comment letter (included in Appendix F and summarized in Table 5-9). As owner of commercial properties in Pioneer Square and SODO, they are concerned about potential economic impacts and impacts to the Pioneer Square and C-ID historic districts. As an owner of several historic buildings, they requested to be part of the Section 106 consultation process.
Maxum Petroleum	Maxum Petroleum expressed concern that construction of the north Duwamish Waterway crossing could affect access on and off Harbor Island, which would affect their business and freight mobility in general. The north Duwamish Waterway crossing would be above, and may impact, their leased warehouse space. Maxum Petroleum supplies fuels and lubricants to Washington State Ferries, King County ferries, tugboats, fishing vessels, and deep-draft ships. They requested a thorough assessment of the economic and transportation impacts be included as part of the Draft EIS.
MLK Labor	MLK Labor commented that the project would have the benefit of providing union jobs and apprenticeships for construction and other trades. They support the alignment with the least adverse impacts to maritime activities. They stated that siting of the east-west segment between Delridge and First Avenue S would impact freight mobility and marine business at Terminals 5 and 18, which support many union jobs. They support the south Duwamish Waterway crossing (Alternative 1 [red line] and 2 [yellow line]) because it would have less impact on marine businesses. They noted that adverse impacts to marine business would require mitigation.

Business/Business Organization	Comments
Neptune Pacific and Associates LLC	Neptune Pacific and Associates LLC expressed concern that the Interbay Station would require acquisition of this business (located at 3425 16th Avenue W) and other businesses in Interbay. They requested that a tunnel and tunnel station be considered to minimize impacts to industrial land in Interbay. They suggested a tunnel station be located on City land south of W Bertona Street, near 17th Avenue W. They noted that tunnel options would reduce noise impacts.
Nickerson Investments LLC	Nickerson Investments LLC stated concerns with property acquisition, access issues, and visual obstructions at two Bolt Storage facilities they own in Ballard. They oppose all alternatives that pass over, through, or adjacent to Bolt Storage Facilities and expressed preference for a tunnel in Ballard.
North Seattle Industrial Association	The North Seattle Industrial Association stated concern that the level of design is not detailed enough to select a preferred alternative and that the level of design does not provided adequate information to understand the impacts and costs of the elevated alternative. They support an alternative west of 15th Avenue W/NW in Interbay and Ballard, a tunnel under the Ship Canal, and construction of an underground station in Ballard in the vicinity of 20th Avenue NW, which they feel would minimize impacts in the BINMIC. They commented that Level 2 Alternatives evaluation is not clear enough about why the 20th Avenue alternative was not carried forward. They requested that the EIS distinguish between “Agency Preferred Alternatives” (that could include costs) and “Environmentally Preferred Alternative” (that should not include costs). They suggested additions to the Purpose and Need to specifically address manufacturing/industrial centers. The North Seattle Industrial Association is also concerned with potential impacts to regional truck mobility with the ST3 Representative Project both during and after construction, especially on Elliott Avenue W and 15th Avenue W/NW. They are concerned with economic impacts to manufacturing/industrial areas and that all of the costs of a bridge over the ship canal have not been accounted for at this time. They are also concerned with impacts to maritime industries and the potential displacement of Coastal Transportation . They suggested specific issues to study in the Draft EIS related to transportation; acquisitions, displacements and relocations; land use; economics; social impacts, community facilities, and neighborhoods; air quality; ecosystems; energy, hazardous materials, and environmental justice.
Northwest Marine Trade Association	The Northwest Marine Trade Association stated opposition to a north Duwamish Waterway crossing due to potential disruptions to maritime operations and economic impacts. They requested traffic impacts at CenturyLink Field be considered. They stated opposition to a high-level bridge across Salmon Bay due to potential maritime business impacts. They support a tunnel under Salmon Bay.
Northwest Studio	Northwest Studio submitted comments on behalf of the Sweeney family, which owns properties (including the Alki Lumber and Hardware Co.) near the Avalon Station and has been planning redevelopment of this land for housing, new business, and public improvements. They support a tunnel station to minimize potential impacts to future TOD. They are concerned that an elevated guideway and station would adversely affect the neighborhood, cause noise and vibration, have visual impacts, and impact traffic and pedestrian mobility.

Business/Business Organization	Comments
Nucor Steel Seattle, Inc.	Nucor Steel Seattle Inc. and General Recycling of Washington, LLC (GRW) generally support light rail. They are concerned about potential impacts to industry and maritime business in and around the Duwamish Waterway and Delridge Station, including: • Traffic impacts to the Delridge Way SW connection to the West Seattle Bridge, which is a major freight route to and from Nucor. They are also concerned about impacts to the transfer of materials by road and rail between Nucor and GRW. • They are concerned about the north Duwamish Waterway crossing (Alternative 3 [blue line]) because it would require acquisition of Nucor property and prohibit expansion and modernization of the facility. This alternative would also potentially have an adverse impact on the intersection of Delridge Way SW and SW Spokane Street, which is vital for Nucor and GRW operations. • They noted the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) would have substantial impacts to Nucor and GRW. They expressed concerns about the Delridge Station location north of SW Andover Street, noting it would adversely impact freight movement to and from Nucor and have an adverse economic impact on the facility. Concerns were raised about potential safety risks/conflicts between freight transportation and commuters. Nucor and GRW requested that these potential impacts be assessed in the EIS and that the EIS include mitigation for adverse impacts.
Pacific Coast Container Logistics	Pacific Coast Container Logistics generally supports light rail. They expressed concern about potential impacts to the Port of Seattle container terminals on the Duwamish Waterway. They are specifically concerned about the north Duwamish Waterway crossing (Alternative 3 [blue line]), because it may cause traffic congestion at the proposed future entrance to Terminal 5 and 18. They expressed concern about impacts to freight mobility from alignments in public right of way.
Pacific Investment Co.	Pacific Investment Co. voiced opposition to truck/car/pedestrian overpasses at S Lander Street and S Holgate Street due to potential construction period economic impacts to businesses, and safety concerns for pedestrians trying to access the station. They suggested elevating both sets of tracks and stations from S Forest Street to north of S Holgate, with TOD development at the station. Pacific Investment Co. owns 7.6 acres of mixed-use property adjacent to SODO Station, and their letter had about 25 signatories (nearby business and property owners).
Pacific Merchant Shipping Association	The Pacific Merchant Shipping Association generally supports light rail because it can reduce traffic congestion and is a more efficient transportation network. They are concerned about the impact of the Duwamish Waterway crossing on the Port of Seattle container terminals and supporting businesses during construction and operation. They expressed concern about impacts to freight mobility from alignments in public right of way.
Pacific Terminals	Pacific Terminals stated opposition to a north Duwamish Waterway crossing because it would have potential impacts to their business, such as impacts to truck traffic (especially during construction), impacts to rail operations, property acquisition of their warehouse rental space at Terminal 7B, cumulative impacts with Terminal 5 expansion, and economic impacts.

Business/Business Organization	Comments
Ray-Mont Logistics America	Ray-Mont Logistics America generally supports light rail. They are concerned about potential impacts to the Port of Seattle container terminals, particularly freight access during construction. They are especially concerned about the impact of the north Duwamish Waterway crossing (Alternative 3 [blue line]).
Seattle Life Management, LLC	Seattle Life Management, LLC manages a property on Harbor Island that is leased to Harley Marine Services, Inc. They generally support light rail. They are concerned about impacts to the Port of Seattle container terminals and other maritime business on the Duwamish Waterway, specifically impacts to maritime traffic and vehicular traffic to Harbor Island.
Seattle Metropolitan Chamber of Commerce	The Seattle Metropolitan Chamber of Commerce noted their priority is well-planned and efficient implementation of the project. They requested that the local business community (particularly the SODO Business Improvement Area, the Ballard Alliance, and the West Seattle Junction) be engaged in the process of planning TOD given the potential for the project to have impacts on businesses during construction and operation.
SODO Business Improvement Area	The SODO Business Improvement Area supports station locations that would have the least impact on businesses, freight, and overall mobility in SODO. They also had a number of concerns, including: • Use of the E3 Busway for the light rail extension and the roadway congestion and freight mobility impacts that may occur as a result. They requested that alternatives to using the E3 Busway be considered. • Multi-modal connections to the SODO Station. They noted the station must provide bus connections, pedestrian walkways, bicycle parking, and pick-up/drop-off facilities. • Pedestrian access and safety at the SODO and Stadium stations. • Hide-and-ride parking impacts near stations. • The north and south Duwamish Waterway crossings appear to have different impacts on SODO, and they requested that business acquisition and traffic impacts associated with the different crossings be analyzed in the Draft EIS. They requested that connections to the Sound Transit Operations and Maintenance Facility be analyzed.
Two Junctions, LLC	Two Junctions, LLC, which owns an apartment complex near the Alaska Junction, provided comments supporting Alternative 3 (blue line) to best serve the neighborhood's needs. They support the 44th Avenue SW station location for the Alaska Junction Station, because it would serve both the urban village and the less-dense neighborhoods to the west and, when combined with the Avalon Station, would capture a larger area of riders than the other station locations. They requested the Draft EIS study acquisitions, displacements, and relocations; land use; economics; social impacts; community facilities and neighborhoods; visual and aesthetic impacts; noise and vibration; geology and soils; environmental justice; and transportation impacts. They are concerned about the impacts from an elevated structure in the Junction neighborhood and how it may limit TOD potential. They also expressed concern about tunnel construction on different types of construction and requested that this be studied and mitigation identified.

Business/Business Organization	Comments
Uwajimaya, Inc.	Uwajimaya, Inc. concurred with the comments submitted on behalf of the Pioneer Square International District Community Preservation and Development Authority (Historic South Downtown). They requested that the Draft EIS study multiple alternatives in the C-ID, including a Fourth Avenue alignment and study alternative construction methods to understand neighborhood and community impacts. They are concerned about potential business acquisition impacts, construction period impacts, and related economic impacts to other businesses. They requested information on mitigation for business impacts during construction.
Washington State Potato Commission	The Washington State Potato Commission expressed general support for light rail. They are concerned about potential impacts to all modes of freight transportation to and from the Northwest Seaport Alliance facilities associated with the north Duwamish crossing (Alternative 3 [blue line]). They support the Northwest Seaport Alliance's request to study a crossing of the Duwamish Waterway farther south.
West Seattle Chamber of Commerce	The West Seattle Chamber of Commerce requests more engagement with residents and business owners in West Seattle neighborhoods that would be impacted and for Sound Transit to take into consideration low-income populations, diverse cultures, and language barriers. Specific comments on the Alaska Junction Station include: • The 44th Avenue SW location would be the most disruptive and least convenient. • Spanning SW Alaska Street would disrupt traffic during construction. • The 41st Avenue SW location would be less disruptive to traffic. • The 41st or 42nd Avenue SW locations would impact businesses and housing. They support an Avalon Station for bus transfers and a tunnel in West Seattle. They support further study of the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) with a south Duwamish Waterway crossing because this would minimize impacts to North Delridge, Port of Seattle, Nucor, and Northwest Seaport Alliance, and minimize environmental impacts in West Seattle.
Western Towboat Company	The Western Towboat Company expressed concern that both a movable and a fixed bridge (and associated abutments) with a higher opening than the Ballard Bridge would potentially impact navigational safety in the Lake Washington Ship Canal. They favor a tunnel under Salmon Bay. They suggested that if the Ballard Bridge is to be replaced, the tunnel could be designed to accommodate both light rail and vehicular traffic from 15th Avenue W. They suggested the bridge over the Duwamish Waterway be the same height as the upper Spokane Street bridge and not impede maritime transportation.
Young Corporation	The Young Corporation expressed opposition to the north crossing (Alternative 3 [blue line]) of the Duwamish Waterway because of the potential acquisition of their property and economic impacts. If not acquired, there could be safety risks to the alignment associated with operation of the steel foundry. They prefer the south crossing of the Duwamish Waterway.

5.5 Community Organizations

Table 5-12 (Summary of Community Organization Comments) summarizes the comments submitted on behalf of community organizations during scoping. Copies of these letters are available in Appendix F (Community Organization Comments).

Table 5-12 Summary of Community Organization Comments

Community Organization	Comments
350 Seattle	350 Seattle requested building stations where ridership will be highest and with the greatest housing density before other stations in order to accelerate reduction of greenhouse gas emissions. They suggested considering a Ballard Station at 20th Avenue NW, which could help achieve their goal of accelerating greenhouse gas emission reductions.
5th and Madison Owners Association	The 5th and Madison Owners Association represents 124 residential condominium units in the 5th and Madison Building at 909 Fifth Avenue, which is two buildings connected by an underground parking garage. Above the parking garage, there is also an elevated open plaza. They do not want conversion of the plaza space into access for the Midtown Station. They are concerned that impacts to their garage would eliminate most of the parking and storage spaces, compromise building systems and utilities, affect the property value, and affect residents' quality of life (construction noise, increased traffic, and safety concerns). They support the project and the Midtown Station. If a Fifth Avenue station is studied in the Draft EIS, they suggested it shift north between Madison and Seneca streets or south between Marion and Columbia streets and have access from public right of way. They endorsed the Sixth Avenue alignment (Alternative 2 [brown line]) through downtown because of potentially fewer property impacts, flexibility in station access points, and a closer connection to the I-5 Freeway Park/lid being studied. They recommended that the Draft EIS consider impacts related to transportation, parking, storage, displacements, the foundation of their building, and safety. They requested the ability to mix and match segments of the alignment to select a route.
Alliance for Pioneer Square	The Alliance for Pioneer Square requested that Pioneer Square be included in the study area and that the WSBLE EIS study impacts to Pioneer Square. They are concerned with various environmental impacts including transportation; parking; construction; public realm, urban design and land use; and environmental justice. They requested to be a consulting party in the Section 106 process. Detailed comments and suggestions were provided regarding the transportation, parking, and construction impact analyses. The Alliance also suggested that the EIS study: • Public realm, urban design and land use: They requested consideration of the design concepts and public realm improvements identified in the Jackson HUB project report. • Social and environmental justice: The Alliance requested that the EIS identify environmental justice populations living in Pioneer Square, including homeless populations, and evaluate whether project alternatives have a disproportionately high and adverse impact on these populations. They also noted that as part of a settlement agreement resolving the Alliance for Pioneer Square's challenge to the adequacy of the Alaskan Way Promenade and Overlook Walk Project EIS, King County and the City of Seattle agreed to reduce

Community Organization	Comments
	bus volumes and make changes to the roadway as identified in the Alaskan Way Retrofit. These commitments are tied into the assumption that WSBLE service will result in less bus traffic.
Ballard Alliance	The Ballard Alliance requests a Preferred Alternative include a tunnel beneath the Ship Canal and a Ballard Station at or west of 15th Avenue NW. They also support consideration of a station at 20th Avenue NW, north of NW Market Street, because it would be closer to existing density and prevent future conflicts between transit and freight mobility along 15th Avenue NW. Their desire is to have a station that connects to the heart of Ballard at 22nd Avenue NW and NW Market Street. They are opposed to a movable or fixed bridge across Salmon Bay because of potential impacts on habitat in Salmon Bay, reliability issues, increased traffic congestion, and impacts to industrial activities in the BINMIC. They suggested changes to the Purpose and Need related to enhancing the Ballard Urban Center and the BINMIC and protecting the industrial economy of this area. The Alliance suggested criteria for the selection of the station location and other considerations. They noted this is a “once-in-a-generation” decision that should take into account economic and cultural values of the neighborhood. They also suggested that Sound Transit review all the elements and issues related to the environment as is required under SEPA, and provided detailed comments and suggestions on several topics, including transportation; acquisitions, displacements, and relocations; land use; economics; social impacts, community facilities, and neighborhoods; air quality; energy impacts; hazardous materials; and environmental justice.
Charles and Emma Frye Free Public Art Foundation	The Charles and Emma Frye Free Public Art Foundation is concerned with potential impacts to and acquisition of their properties, the Goodwill building on Sixth Avenue S and the West Seattle Frye Commerce Center property near the Delridge Station on Delridge Way SW. In West Seattle, they support Alternative 2 (yellow line) because they note it will have the least impact to the commerce center. There is a certified childcare center in the commerce center; they are especially concerned with impacts to its operations. They do not support Alternative 3 (blue line) because they believe it would have the worst impacts to their property or Alternative 1 (red line) because they are concerned it would have greater impacts than the yellow line. In SODO, they support Alternative 1 (red line) because it would have the least impact to their property. They suggested several elements of the environment for study in the Draft EIS, including soils and topography, air quality, noise, light and glare, aesthetics, historic and cultural preservation, traffic and parking, movement and circulation of people and goods, and schools (including certified childcare services).

Community Organization	Comments
Chinese Information and Service Center (CISC)	The CISC advocates for environmental justice for immigrant communities. In late 2018, CISC conducted two community meetings in the C-ID where they heard the following: • Station area should be accessible for wheelchairs and strollers and have seats in the waiting area, a restroom, and family room. • Implement safety measures for boarding the escalators or elevators and a clear safety plan for earthquake or disaster. • Include multilingual signs with graphics, good interior lighting, and ventilation. • Minimize walking for transfers and wait time. • The International District/Chinatown Station should reflect community values and cultures. Collaborate with community members on design. • Inform the community of the potential and actual environmental and economic impacts before, during, and after the construction. The CISC stated preferences for communication and outreach for the C-ID residents.
Denny Triangle Neighborhood Association	The Denny Triangle Neighborhood Association expressed support for Alternative 3 (blue line) in the Denny Triangle and South Lake Union area because it would best serve the population and commercial areas. They requested that impacts to transportation infrastructure, pedestrians, neighborhoods, businesses, neighborhoods, noise, visual quality, stormwater, and air quality be considered.
Downtown Seattle Association	The Downtown Seattle Association requested study of all Level 3 alternatives in the Draft EIS and noted decreased ridership and lengthy transfers with mined stations. They suggested considering reconfiguration and reactivation of Union Station, opportunities for TOD, and bus/streetcar to rail transfers at major hubs and at the end of lines. They requested to not disrupt the existing streetcar system. In the C-ID area, they suggested evaluating cost-sharing opportunities/efficiencies with replacement of the Fourth Avenue S viaduct; studying impacts to vulnerable populations; and reviewing accessible, quality, and easy-to-navigate transfers including a below-grade connection from an International District/Chinatown Station to the King Street Station (Amtrak and Sounder).

Community Organization	Comments
East Junction Neighborhood Association	The East Junction Neighborhood Association supports a tunnel in West Seattle. They feel Alternative 2 (yellow line) would create a permanent scar across the East Junction neighborhood and would set a precedent for future light rail expansion to the south. If elevated, extensions south to neighborhoods like High Point, White Center, and Burien could involve many property acquisitions, forever altering West Seattle and creating an artificial barrier between neighborhoods. They stated that light rail is a generational decision resulting in infrastructure that is in place for the next several decades. “Decision makers and planners should not be tempted by quick and easy alternatives, but support and build something the community can be proud to pass on to future generations of Seattle”. They requested that prior alternatives, including the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) and the Level 1 Yancy Street/West Seattle Tunnel (pink line), be analyzed in the EIS. The letter from the East Junction neighborhood association has 169 signatories and provides detailed discussions of alternatives, construction impacts, economics, ecosystems, future extensions and neighborhood planning, geology, land use, noise and vibration, parks, safety and security, social justice and equality, transportation, and visual resources.
Historic South Downtown	Historic South Downtown’s first letter requested an extension past the 30-day scoping comment period and noted that Pioneer Square should be included in the scoping process. A second letter provided characteristics of the Pioneer Square and C-ID neighborhoods and asked that the Draft EIS determine impacts in relationship to these characteristics. They are concerned with long-term and short-term effects of any alternative on the “many minority, linguistically-isolated, low-income, homeless, and elderly community members in Pioneer Square and the Chinatown-International District.” They believe it is premature to study only one preferred alternative in the EIS. They recommend studying alternatives on Fourth Avenue S (to improve connectivity between the C-ID and Pioneer Square neighborhoods and the region as a whole), different construction methods for tunnels and stations, and multiple construction delivery methods to minimize impacts and expedite project delivery. They do not support a Fifth Avenue S alignment as a preferred alternative due to concerns about construction impacts in the C-ID. They provided suggetions and comments on what to study in the Draft EIS under various categories, including acquisitions, displacements, and relocations; cumulative construction impacts; land use; social and environmental justice; public services and utilities; public safety and security; noise and vibration; geology and soils; historic and archeological resources (related to Section 106); parks and recreational resources; and transportation impacts. They noted the importance of public involvement and provided suggestions for future engagement.

Community Organization	Comments
Magnolia Community Council	The Magnolia Community Council requested study of Alternative 2 (brown line) connecting to Alternative 3 (blue line) from the Interbay Athletic Complex to 15th Avenue NW and Market Street in Ballard. They requested study of an underground Ballard Station farther west at 17th Avenue NW and NW Market Street. They expressed opposition to movable bridges due to reliability concerns and suggested considering total future transit rider commute times. They suggested environmental topics to study including acquisitions, displacements, and relocations; economics; environmental justice; land use; noise and vibration; parks and recreational resources; public services, safety and security; transportation; visual and aesthetics; and water resources.
Northwest Seattle Coalition	The Northwest Seattle Coalition requested consideration of Alternative 2 (brown line) with a surface station at Galer Street and a surface alignment to the south edge of Interbay Athletic Complex, then connecting to Alternative 3 (blue line), with a Ballard Station at 15th Avenue NW and NW Market Street or at 17th Avenue NW and NW Market Street. They support routes that minimize travel time and maximize reliability. They do not support a movable bridge. They commented on what should be studied in environmental categories, including impacts from a movable bridge. They provided detailed comments on what the EIS should consider for the following topics: acquisitions, displacements, and relocations; economics; environmental justice, land use; noise and vibration; public services, safety and security; transportation; visual and aesthetics; and water resources.
Seattle Chinatown International District Preservation and Development Authority (SCIDpda)	SCIDpda commented that none of the alternatives currently presented are ideal. They requested study of all the current alternatives in the Draft EIS except for the ST3 Representative Project. They noted that the C-ID community includes low-income and minority populations, as well as a high concentration of seniors, residents who do not speak English at home, immigrants, and many small family-owned businesses. They suggest several issues should be studied in the Draft EIS as they pertain to these populations, including construction impacts, public safety and security, open space, and transportation. They request that the EIS identify detailed mitigation and systems to monitor effectiveness. They asked that the project take into consideration other potential major projects, including the Fourth Avenue viaduct upgrade/redevelopment, and their impacts on the community as alternatives are studied. They are interested in the opportunity to redevelop and revitalize Union Station and the station area to a modern and effective transportation hub and shared ideas and questions to explore. They also encouraged continued public involvement.
Seattle Neighborhood Greenways	Seattle Neighborhood Greenways proposes a South Lake Union Station close to Ninth Avenue N and Thomas Avenue because it would be closest to Thomas Street, part of the Lake2Bay Plan. This station location would provide better walking and biking access.
Seattle Repertory Theatre	The Seattle Repertory Theatre supports the project and provision of a Seattle Center Station at either Republican Street or Mercer Street. They noted that the theater is a sensitive receptor for noise and vibration, and potential impacts to the theater need to be analyzed in the EIS.

Community Organization	Comments
Seattle Streetcar Coalition	The Seattle Streetcar Coalition is concerned with impacts to operations of the existing and planned Seattle Streetcar lines during construction. They are also concerned about potential impacts on environmental justice populations along the existing streetcar lines.
Seattle Subway	Seattle Subway provided several specific recommendations, which were also submitted by several members of the public. Their recommendations include: • Ballard: Include a fixed bridge crossing at 14th Avenue NW with a 15th Avenue NW elevated station • [C-]ID/SODO: Include variations of a cut/cover station on Fifth Avenue S for both high and low cost options • West Seattle: Study multiple affordable options with south rail bridge and elevated guideway instead of a tunnel • Midtown: Fifth Avenue alignment and study pedestrian access, including tunnels from Third Avenue and Seventh Avenue, for both high and low cost options • SLU [South Lake Union]: Harrison is the best for transit and non motorized access, include in both high and low cost options • Denny: Station oriented mostly south of Denny best for walkshed with Harrison • Westlake: The best possible transfer environment for riders should advance • Seattle Center: Include Republican Station for both high and low cost options • Smith Cove: Prefer Galer location • Interbay: Study Dravus alignment west of 15th Avenue W with BNSF-adjacent variations. Study Interbay Station to west of 17th Avenue W at Dravus Street. • Expansion: Must be built with future expansion in mind
South Lake Union Community Council	The South Lake Union Community Council voiced support of Alternative 3 (blue line) because they feel it would provide the best access to areas south and north of Denny Way and would provide TOD opportunities. They support system reliability and the incorporation of local art into stations and plazas. They requested Sound Transit consider pedestrian access and safety at stations. They also requested the study of transportation, noise, light pollution, air quality, transportation, business access, and stormwater impacts during construction.

Community Organization	Comments
Transit Access Stakeholders	The Transit Access Stakeholders, a coalition of Transportation Choices Coalition, Futurewise, Feet First, Cascade Bicycle Club, Housing Development Consortium, Transit Riders Union, Sierra Club Washington, and Rooted in Rights, recommended that values for the project include: • "Maximize equitable TOD and affordable housing potential • Integrate transit, bike, and walking networks • Prioritize race and social justice • Ensure travel reliability • Minimize displacement • Build a system that looks to the future… • Accessibility for all users, especially those with disabilities" They voiced a preference for a north-south Alaska Junction Station in West Seattle, a shallow International District/Chinatown Station for ease of transfer, a downtown tunnel alignment on Fifth Avenue and Harrison Street, a 17th Avenue W Interbay Station, and a tunnel under Salmon Bay. They provided specific comments and suggestions on the following topics to study in the Draft EIS: displacements, environmental justice, future expansions, transportation networks, station access, and transit integration.
Uptown Alliance and the Uptown Arts & Culture Coalition	The Uptown Alliance and the Uptown Arts & Culture Coalition provided detailed comments on each alternative and environmental resource category, including acquisitions, displacements and relocations; public services; safety; soil; community facilities and neighborhoods; transportation; utilities; visual; and water resources. They did not express support for a specific alternative. They suggested multiple above-grade station entrances in Seattle Center and Uptown's commercial core, naming the station Uptown/Seattle Center, and including work from local artists. They would like to see an enhanced pedestrian experience and to reduce pedestrian crossing of arterials. They requested including performance metrics for mitigation and evaluating different growth scenarios in Uptown.
The Vera Project	The Vera Project supports the project but is concerned that construction will impact attendance at shows, events, classes, and gatherings. Events at this venue at the Seattle Center are all-ages, alcohol-free, and in a safe space designed for young people who participate in music and arts activities. They noted that noise and vibration could impact their programming.
West Seattle Junction Neighborhood Organization	West Seattle Junction Neighborhood Organization expressed support for a tunnel in West Seattle, with the Alaska Junction Station at either 41st or 42nd Avenue SW (centrally located) in the West Seattle Junction Urban Village; a park above the station; and pedestrian improvements on SW Alaska Street. They are opposed to elevated alternatives in the Junction neighborhood. They support a tunnel for the Junction neighborhood because it would less disruptive to the downtown core of West Seattle. They provided specific comments on the following topics to study in the Draft EIS: aesthetics, emergency services, tree canopy, cost, equity, height, bulk, and scale, housing, infrastructure, livability, parks and open space, traffic, TOD, and walkability.

Community Organization	Comments
West Seattle Transportation Coalition	The West Seattle Transportation Coalition is concerned that alternatives have been narrowed too much so that there is very little difference between them. They suggested studying additional tunnel and elevated options with reduced community impacts in West Seattle in the Draft EIS but did not specifically state what these options should be. They recommended that the Draft EIS study the cost and ridership impacts of deferring one of the three proposed ST3 West Seattle station locations. They requested removing Alternative 2 (yellow line) from further study in the Draft EIS due to potential residential property acquisition and neighborhood impacts. They also recommended study of an elevated guideway from SW Avalon Way into the Alaska Junction Urban Village in a north-south alignment for future extension. They requested further study of Section 4(f) impacts to the Seattle Parks and Recreation facilities at the Delridge Community Center and Playfield and the West Seattle Golf Course. They requested two new alternatives with impacts to parks that they feel are less severe than the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) park impacts but believe will have fewer residential impacts. These new alternatives are 1) moving the alignment into the edge of the West Seattle Golf Course and 2) moving the Level 3 blue line so that it remains on Delridge Way SW until the intersection with SW Genesee Street and then curves west across the Delridge Community Center property, with a station where the current community center is and then continuing along SW Genesee Street on the edge of the golf course. They wondered how far into the golf course you can move the alignment before it causes irreparable harm to the golf course. They requested analysis of park and greenspace impacts, community impacts, acquisitions, and impacts to historic structures.
Wing Luke Museum	The Wing Luke Museum noted the C-ID has suffered from cumulative impacts from construction of public works projects and requested that decisions related to the station location and type of construction must consider and prioritize the impact on the cultural integrity of the C-ID. They requested, given the complexity and the nature of this generational decision, that the EIS study multiple options in the C-ID, including the Fourth Avenue alternatives.

6 NEXT STEPS

6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS

The public and agency comments received during scoping will help FTA and Sound Transit finalize the Purpose and Need for the project and identify the issues and alternatives to be considered in the Draft EIS. In May 2019, the Sound Transit Board is expected to identify a Preferred Alternative and, in coordination with FTA, other alternatives to be studied in the Draft EIS.

6.2 Draft EIS

Work on the Draft EIS is expected to begin in 2019 and will take about 18 months to complete. The Draft EIS will describe the potential benefits and adverse effects of each alternative and will outline potential ways to avoid, minimize, or mitigate negative effects. FTA and Sound Transit are planning to issue the Draft EIS for public and agency review in late 2020. The Draft EIS will be available for a 45-day public comment period that will include public hearings. After the close of the Draft EIS public comment period, the Sound Transit Board will consider public comments as well as the information in the Draft EIS and then confirm or modify the Preferred Alternative.

6.3 Final EIS

The Final EIS will contain responses to comments received on the Draft EIS. The Final EIS will also outline mitigation for environmental impacts. Work on the Final EIS is expected to begin in 2021 with publication scheduled in 2022.

6.4 Record of Decision

After the publication and review of the Final EIS, the Sound Transit Board will select the project to build. FTA will then issue a Record of Decision. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate environmental impacts.

APPENDIX A

Public Notices

requirements that require all iron, steel, or manufactured products be produced in the United States, to help create and protect manufacturing jobs in the United States. The Ferry program will have a significant economic impact toward meeting the objectives of the Buy America law. The FAST Act amended the Buy America requirements, 49 U.S.C. 5323(j), to provide for a phased increase in the domestic content for rolling stock. For FY 2019, the cost of components and subcomponents produced in the United States must be more than 65 percent of the cost of all components. For FY 2020 and beyond, the cost of components and subcomponents produced in the United States must be more than 70 percent of the cost of all components. There is no change to the requirement that final assembly of rolling stock must occur in the United States. The Buy America requirements can be found in 49 CFR part 661 and additional guidance on the implementation of the phased increase in domestic content can be found at 81 FR 60278 (Sept. 1, 2016). Any proposal that will require a waiver must identify the items for which a waiver will be sought in the application. Applicants should not proceed with the expectation that waivers will be granted.

iv. Disadvantaged Business Enterprise

Projects that include ferry acquisitions are subject to the Disadvantaged Business Enterprise (DBE) program regulations at 49 CFR part 26 and ferry manufacturers must be certified Transit Vehicle Manufacturers (TVMs) to be eligible to bid on an FTA-assisted ferry procurement. The rule requires that, prior to bidding on any FTA-assisted vehicle procurement, entities that manufacture ferries must submit a DBE Program plan and annual goal methodology to FTA. The FTA will then issue a TVM concurrence/certification letter. Grant recipients must verify each entity's compliance before accepting its bid. A list of certified TVMs is posted on FTA's web page at *http://www.fta.dot.gov/civilrights/12891.html.* Recipients should contact FTA before accepting bids from entities not listed on this web-posting. In lieu of using a certified TVM, recipients may also establish project specific DBE goals for ferry purchases. The FTA will provide additional guidance as grants are awarded. For more information on DBE requirements, please contact Janelle Hinton, Office of Civil Rights, 202–366–9259, email: *janelle.hinton@dot.gov.*

v. Planning

FTA encourages applicants to notify the appropriate State Departments of Transportation and MPOs in areas likely to be served by the project funds made available under these initiatives and programs. Selected projects must be incorporated into the long-range plans and transportation improvement programs of States and metropolitan areas before they are eligible for FTA funding.

vi. Standard Assurances

The applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, directives, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

4. Reporting

Post-award reporting requirements include the electronic submission of Federal Financial Reports and Milestone Progress Reports.

G. Federal Awarding Agency Contact(s)

For further information concerning this notice, please contact the Ferry program manager, Vanessa Williams, by phone at 202–366–4818, or by email at *vanessa.williams@dot.gov.* A TDD is available for individuals who are deaf or hard of hearing at 800–877–8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at: *https://www.transit.dot.gov/funding/grants/passenger-ferry-grant-program-section-5307.* To ensure receipt of accurate information about eligibility or the program, the applicant is encouraged to contact FTA directly, rather than through intermediaries or third parties.

H. Technical Assistance and Other Program Information

This program is not subject to Executive Order 12372, ''Intergovernmental Review of Federal Programs.'' FTA will consider applications for funding only from eligible recipients for eligible projects listed in Section C. Complete applications must be submitted through *GRANTS.GOV* by 11:59 p.m. EST on April 15, 2019. For issues with *GRANTS.GOV,* please contact *GRANTS.GOV* by phone at 1–800–518–4726 or by email at *support@grants.gov.*

Contact information for FTA's regional offices can be found on FTA's website at *www.fta.dot.gov.*

Issued in Washington, DC.

K. Jane Williams,

Acting Administrator.

[FR Doc. 2019–01951 Filed 2–11–19; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the West Seattle and Ballard Link Extensions, King County, Washington

AGENCY: Federal Transit Administration (FTA), DOT

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority (Sound Transit) intend to prepare an Environmental Impact Statement (EIS) to evaluate the benefits and impacts of the proposed West Seattle and Ballard Link Extensions (WSBLE), a light rail transit extension project. The project would improve public transit service along the WSBLE corridor between and through the West Seattle, Downtown, and Ballard neighborhoods in Seattle, King County, Washington. It would respond to a growing number of transportation and community needs identified in the agency's regional transit system plan, Sound Transit 3 (ST3).

FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA), FTA environmental regulations, Fixing America's Surface Transportation Act (FAST Act), and Washington's State Environmental Policy Act (SEPA). This Notice initiates formal scoping for the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process, provides information about the purpose and need for the proposed transit project, includes the general set of alternatives being considered for evaluation in the EIS, and identifies

potential environmental effects to be considered. It also invites comments from interested members of the public, tribes, and agencies on the scope of the EIS and announces upcoming public scoping meetings. Alternatives being considered for evaluation include a No-Build alternative and various build alternatives to develop light rail in the WSBLE corridor. The alternatives were developed through a local planning process including a Regional Transit Long-Range Plan, a regional system plan of transit investments (ST3), and a SEPA early scoping and alternatives development process specific to the WSBLE corridor. Results of the SEPA early scoping process, the alternatives development process and findings, and other background technical reports are available at Sound Transit's office located at 401 S Jackson Street, Seattle, WA 98104–2826, on the project website: *www.soundtransit.org/WSBLink,* or by contacting the project line at (206) 903–7229.

DATES: The public scoping period will begin on the date of publication of this Notice and will continue through March 18, 2019 or 30 days from the date of publication, whichever is later. Please send written comments on the scope of the EIS, including the draft purpose and need statement, the alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and any other project-related issues, to the Sound Transit address listed in **ADDRESSES** below.

Public scoping meetings will be held at the times and locations indicated in **ADDRESSES** below. Sound Transit and FTA will accept written (via mail and online) and verbal comments recorded by a court reporter at those meetings. FTA and Sound Transit have also scheduled a meeting to receive comments from agencies and tribes who have an interest in the proposed project (on March 5, 2019). Invitations to the agency and tribal scoping meeting have been sent to appropriate Federal, tribal, state, and local governmental units.

ADDRESSES: Written comments on the scope of the EIS must be received by March 18, 2019 or 30 days from the publication of this Notice, whichever is later. Please send comments to: WSBLE (c/o Lauren Swift, Central Corridor Environmental Manager) Sound Transit, 401 S. Jackson Street, Seattle, WA 98104–2826, or by email to *WSBscopingcomments@soundtransit.org.* Comments will also be accepted at the public scoping meetings which will be held at:

1. February 27, 2019, 6:00–8:30, Alki Masonic Center, 4736 40th Ave. SW, Seattle, WA 98116.

2. February 28, 2019, 6:00–8:30, Ballard High School, 1418 NW 65th St., Seattle, WA 98117.

3. March 7, 2019, 5:00–7:30, Sound Transit, Union Station, 401 S. Jackson Street, Seattle, WA 98104.

All public meeting locations are accessible to persons with disabilities. To request materials be prepared and supplied in alternate formats or languages, please call the project line, (206) 903–7299/TTY Relay 711 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713–4900/TTY Relay 711.

Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website: *http://www.soundtransit.org/WSBLink,* or by contacting the project line at (206) 903–7229.

FOR FURTHER INFORMATION CONTACT: Mark Assam, FTA Environmental Protection Specialist, phone: (206) 220–4465 or Lauren Swift, Sound Transit Central Corridor Environmental Manager, phone: (206) 398–5301.

SUPPLEMENTARY INFORMATION:

Background. NEPA ''scoping'' (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the light rail alignment alternatives' significant issues that will be examined in detail in the EIS, while simultaneously limiting consideration and development of issues that are not truly significant. The NEPA scoping process should identify potentially significant environmental impacts caused by the project and that give rise to the need to prepare an EIS; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement. The EIS must be focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—''to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives . . . [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses.'' Executive Order 11991, of May 24, 1977. Transit projects may also generate environmental benefits, which should also be highlighted; the EIS process should draw attention to positive impacts, not just negative.

The Proposed Project. Sound Transit is proposing to expand Link light rail transit service from downtown Seattle to West Seattle's Alaska Junction neighborhood, and to Ballard's Market Street area. The project corridor is approximately 11.8 miles long. The project is part of the ST3 Plan of regional transit system investments, approved for funding by voters in the region in 2016. The ST3 Plan is available on Sound Transit's website at: *https://www.soundtransit.org/get-to-know-us/documents-reports/st3-2016-guide.*

Purpose of and Need for the Project. The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the WSBLE project is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to:

- Provide high quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit, 2016).
- Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe non-motorized access to stations such as bicycle and pedestrian connections

consistent with Sound Transit's System Access Policy.

• Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

The project is needed because:

• When measured using national standards, existing transit routes between downtown Seattle, West Seattle and Ballard currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add 70,000 residential units and 115,000 jobs by 2035, without any major expansions in roadways.

• Increased ridership from regional population and employment growth will increase operational frequency in the existing downtown Seattle transit tunnel requiring additional tunnel capacity.

• Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for High Capacity Transit (HCT) in the corridor consistent with VISION 2040 (PSRC, 2009) and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).

• The region's citizens and communities, including transit dependent residents and low-income and minority population, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.

• Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.

• Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

Proposed Alternatives. Three light rail transit (LRT) build alternatives have been identified for the WSBLE project, as well as a no-build alternative, as required under NEPA, that serves as a baseline against which to assess the impacts of the proposed alternatives. The mode and corridor served for the proposed project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. The three LRT alternatives were developed through an alternatives development process which built off of the Regional Transit Long-Range Plan and ST3 planning work. The planning and alternatives development processes included technical analysis, public engagement, and input from affected local jurisdictions. Sound Transit developed an initial range of alternatives from agency and public input during the SEPA early scoping process (February 2 through March 5, 2018). The project Elected Leadership Group (ELG), a comprehensive group of elected officials that represent the service corridor, and the Stakeholder Advisory Group (SAG), an advisory group consisting of members of the community appointed by the ELG, then recommended how to narrow and refine these alternatives based on additional analysis and community, agency, and tribal input. Consistent with 23 CFR part 450.318, FTA is relying on the results of these local planning processes to inform the mode, corridor, and range of reasonable alternatives to be evaluated during the environmental process.

FTA and Sound Transit invite comments on these alternatives. The input received during the scoping period will help FTA and Sound Transit identify alternatives to evaluate in the Draft EIS. After scoping concludes, the Sound Transit Board is expected to consider the scoping comments received and then act on a motion addressing the purpose and need for the project, the scope of environmental review, and identifying the preferred alternative and other alternatives to be considered in the Draft EIS.

No Build Alternative. The No Build Alternative reflects the existing transportation system plus the transportation improvements included in PSRC's Transportation Improvement Program.

Light Rail Transit Alternatives. Each LRT alternative is approximately 11.8 miles and includes fourteen stations that serve the following areas: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. FTA and Sound Transit may also examine several design options and potential minimal operable segments for the proposed alternatives. Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website: *http://www.soundtransit.org/WSBLink,* or by contacting the project line at (206) 903–7229. For purposes of the Notice, the proposed alternatives can be generally described as follows:

In West Seattle, the alternatives include several elevated and tunnel station options in the Alaska Junction area in the vicinity of SW Alaska Street on either 41st Avenue SW, 42nd Avenue SW, or 44th Avenue SW. From the Alaska Junction, the alternatives travel east in either an elevated or tunnel configuration with elevated or tunnel station options at Avalon, and continue in an elevated configuration along SW Genesee Street with an elevated station in Delridge along or west of Delridge Way SW. The alternatives then cross the Duwamish River on a high level fixed bridge parallel to the existing West Seattle Bridge on either the north or south side. The alternatives continue east in an elevated configuration before turning north following the alignment of the E3 Busway to a new elevated or at-grade SODO station and an at-grade Stadium station and connect to the existing downtown Seattle transit tunnel.

A new downtown tunnel would begin in the vicinity of the Stadium station, it would head north with alignments under 4th Avenue S or 5th Avenue S through the International District/Chinatown and then travel northwest along 5th Avenue or 6th Avenue through Midtown and Westlake. The alternatives would then continue in a tunnel configuration along Westlake Ave N to South Lake Union with a station near Denny Way before turning northwest with a station near Aurora Ave N between Harrison and Roy streets. The alternatives would continue in tunnel towards Seattle Center with a station on either Republican or Mercer streets. The alternatives then turn north and begin to transition to at-grade or elevated configurations to serve a Smith Cove station along Elliott Avenue W. From the Smith Cove station, the alternatives either continue in an elevated configuration along 15th Avenue W or transition to at-grade along the east side of the Burlington Northern Santa Fe (BNSF) railway tracks to a station in Interbay near W Dravus Street. From the Interbay station, one alternative would continue in an elevated alignment along 15th Avenue W and cross Salmon Bay with a movable bridge. The other alternatives transition to the east of 15th Avenue W and cross Salmon Bay with a high level fixed bridge or tunnel. Station options in Ballard include elevated and tunnel stations near NW Market Street on 15th Avenue NW or 14th Avenue NW.

The build alternatives could also include transit related roadway, bicycle, maritime, and pedestrian projects by

Sound Transit or others. These improvements may be eligible for federal funding and could be part of the transit project or constructed together with it as part of a joint effort with agency partners, thereby meriting joint environmental analysis. This could include access improvements around station areas and over waterway crossings. Sound Transit would identify these improvements and could include them as it works with partner agencies.

Possible Adverse Effects. Consistent with NEPA, FTA and Sound Transit will evaluate, with input from the public, tribes, and agencies, the potential impacts of the alternatives on the natural, built, and social environments. Likely areas of investigation include, transportation (including navigable waterways), land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species and marine mammals. The EIS will evaluate short-term construction impacts and long-term operational impacts. It will also consider indirect, secondary and cumulative impacts. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

In accordance with FTA policy and regulations, FTA and Sound Transit will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process.

Roles of Agencies and the Public. NEPA, and FTA's regulations for implementing NEPA, call for public involvement in the EIS process. FTA and Sound Transit therefore invite Federal and non-Federal agencies to participate in the NEPA process as ''cooperating'' or ''participating'' agencies. FTA will also initiate government-to-government consultation with Indian tribes and will invite them to participate in the process.

Any agency or tribe interested in the project that does not receive such an invitation should promptly notify the Sound Transit Corridor Environmental Manager identified above under **ADDRESSES**.

FTA and Sound Transit will prepare a draft Coordination Plan for agency involvement. Interested parties will be able to review the draft Coordination Plan on the project website. The draft Coordination Plan will identify the project's coordination approach and structure, will provide details on the major schedule milestones for agency and public involvement, and will include an initial list of interested agencies and organizations.

Combined FEIS and Record of Decision. Under 23 U.S.C. 139, FTA should combine the Final EIS and Record of Decision if it is practicable. The EIS will be a joint document under NEPA and SEPA; therefore, FTA and Sound Transit have determined that this is not practicable to combine the Final EIS and Record of Decision.

Paperwork Reduction. The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, FTA limits as much as possible the distribution of complete sets of printed environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received before the document is printed, FTA and Sound Transit will distribute only the executive summary of the environmental document that will include a compact disc of the complete environmental document and a link to the project website where it can be accessed online. A complete printed set of the environmental document will be available for review at the Sound Transit's offices and local libraries; an electronic copy of the complete environmental document will also be available on Sound Transit's project website.

Linda M. Gehrke,

Regional Administrator.

[FR Doc. 2019–01949 Filed 2–11–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2017–0021; Notice 2]

Gillig, LLC, Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Denial of petition.

SUMMARY: Gillig LLC (Gillig) has determined that certain model year (MY) 1997–2016 Gillig Low Floor buses do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 108, *Lamps, Reflective Devices, and Associated Equipment.* Gillig filed a noncompliance report dated February 24, 2017. Gillig also petitioned NHTSA on March 24, 2017, and supplemented its petition on May 10, 2017, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety.

FOR FURTHER INFORMATION CONTACT: Leroy Angeles, Office of Vehicle Safety Compliance, NHTSA, telephone (202) 366–5304, facsimile (202) 366–3081.

SUPPLEMENTARY INFORMATION:

I. Overview

Gillig LLC (Gillig) has determined that certain model year (MY) 1997–2016 Gillig Low Floor buses do not fully comply with paragraph S7.1.1.13.1 of FMVSS No. 108, *Lamps, Reflective Devices, and Associated Equipment* (49 CFR 571.108). Gillig filed a noncompliance report dated February 24, 2017, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports.* As stated in the noncompliance report, turn signal lights that do not meet the requirements of the standard may not be sufficiently visible to other drivers or pedestrians, potentially increasing the risk of a crash. Gillig also petitioned NHTSA on March 24, 2017, and supplemented its petition on May 10, 2017, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556.

Notice of receipt of the petition was published with a 30-day public comment period, on October 4, 2017, in the **Federal Register** (82 FR 46346). No comments were received.

II. Buses Involved

Approximately 17,138 MY 1997–2016 Gillig Low Floor buses, manufactured between December 31, 1997, and February 3, 2017, are potentially involved.

III. Noncompliance

Gillig stated that it installed six different generations of turn signal assemblies in the subject buses; however, after receiving two complaints that their Generation 7 turn signal assemblies were not sufficiently visible, Gillig and the turn signal manufacturer went back and tested the previous generations to see if they met the requirements of FMVSS No. 108. Test

Sound Transit
West Seattle and Ballard Link Extensions
Determination of Significance
And Request for Comments on Scope of EIS

Description of Proposal
Sound Transit is proposing to expand Link light rail transit service from downtown Seattle to West Seattle's Alaska Junction neighborhood and to Ballard's Market Street area. The project, known as the West Seattle and Ballard Link Extension (WSBLE), runs in a corridor approximately 11.8 miles long. The project is part of the ST3 Plan of regional transit system investments, funding for which was approved by the voters in 2016.

The purpose of the WSBLE project is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections. Additional detail on the project Purpose and Need is in the Scoping Information Report. The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative.

Sound Transit will evaluate three light rail transit (LRT) build alternatives as well as a no-build alternative. Each LRT alternative includes fourteen stations that serve the following areas: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The build alternatives also include various design options.

No Build Alternative. The No Build alternative reflects the existing transportation system and environment without the proposed project. It also serves as a baseline for comparing impacts of the build alternatives.

LRT Alternatives. In West Seattle the alternatives include several elevated and tunnel station options in the Alaska Junction area in the vicinity of SW Alaska Street on either 41st Avenue SW, 42nd Avenue SW, or 44th Avenue SW. From the Alaska Junction, the alternatives travel east in either an elevated or tunnel configuration with elevated or tunnel station options at Avalon. The alternatives continue in an elevated configuration along SW Genesee Street with an elevated station in Delridge along or west of Delridge Way SW. The alternatives then cross the Duwamish River on a high-level fixed bridge parallel to the existing West Seattle Bridge on either the north or south side. The alternatives continue east in an elevated configuration before turning north along the E3 Busway to a new elevated or at-grade SODO station and an at-grade Stadium station and then connect to the existing downtown Seattle transit tunnel.

A new downtown tunnel would begin in the vicinity of the Stadium station; it would head north with alignments under 4th Avenue S or 5th Avenue S through the International District/Chinatown and then travel northwest under 5th Avenue or 6th Avenue through Midtown and Westlake. The alternatives would then continue in a tunnel configuration along Westlake Ave N to South Lake Union with a station near Denny Way before turning northwest with a station near Aurora Ave N between Harrison and Roy streets. The alternatives would continue in a tunnel towards Seattle Center with a station on either Republican or Mercer streets.

The alternatives then turn north and begin to transition to at-grade or elevated configurations to serve a Smith Cove station along Elliott Avenue W. From the Smith Cove station, the alternatives either continue in an elevated configuration along 15th Avenue W or transition to at-grade along the east side of the

BNSF tracks to an Interbay station near W Dravus Street. From the Interbay station, one alternative would continue in an elevated alignment along 15th Avenue W and cross Salmon Bay with a movable bridge. The other alternatives transition to the east of 15th Avenue W and crosses Salmon Bay on a high-level fixed bridge or in a tunnel. Station options in Ballard include elevated and tunnel stations near NW Market Street on 15th Avenue NW or 14th Avenue NW.

Proponent: Sound Transit (Central Puget Sound Regional Transit Authority)

Location of proposal: Seattle, King County, Washington

Lead agency: Sound Transit is the lead agency for State Environmental Policy Act (SEPA) review and the Federal Transit Administration (FTA) is the lead agency under the National Environmental Policy Act (NEPA). A combined EIS is being prepared under SEPA and NEPA.

EIS Required. The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030(2)(c) and will be prepared.

The lead agency has identified the following areas for discussion in the EIS: transportation, property acquisition and displacements, land use, economic activity and development potential, community facilities and neighborhoods, visual and aesthetic qualities, air quality (including greenhouse gas emissions), noise and vibration, water resources, ecosystems (including threatened and endangered species), energy use, geology and soils, hazardous materials, electromagnetic fields, public utilities and services, historic and cultural resources, parkland and open space, construction impacts, cumulative impacts, and indirect impacts.

The following areas will also be included for the purposes of meeting NEPA requirements in this combined SEPA/NEPA EIS: Section 4(f)/6(f) resources (public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, State, or local significance), Section 106 resources (historic and cultural properties on or eligible for listing in the National Register of Historic Places), and environmental justice (effects on low-income and minority populations).

The scoping process may result in a narrower scope of elements analyzed in the EIS.

Scoping. Agencies, tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on the proposed range of alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. Three public scoping meetings and one agency and tribe scoping meeting are scheduled. Invitations to the agency and tribe scoping meeting have been sent to appropriate federal, tribal, state, and local governmental entities. The method and deadline for providing comments is as follows:

Comment Deadline: Comments must be submitted by 5:00 p.m., March 18, 2019

Comment Online: WSBLink.participate.online

Mail: West Seattle and Ballard Link Extensions (c/o Lauren Swift)
Sound Transit
401 S Jackson St., Seattle, WA 98104

Email: WSBscopingcomments@soundtransit.org

At a public meeting:

1. February 27, 2019, 6:00 – 8:30
Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116

2. February 28, 2019, 6:00 – 8:30
Ballard High School
1418 NW 65th St
Seattle, WA 98117

3. March 7, 2019, 5:00 – 7:30
Sound Transit, Union Station
401 S. Jackson Street
Seattle, WA 98104.

Voicemail: 833-972-2666

All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling the project line, (206) 903-7229/TTY Relay 711 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713–4900/TTY Relay 711.

Responsible official:	Perry Weinberg
Position/title:	Deputy Executive Director, Office of Environmental Affairs and Sustainability
Phone:	(206) 689-4931
Address:	Sound Transit Office of Environmental Affairs and Sustainability Union Station, 401 South Jackson St., Seattle, WA 98104-2826

Additional Information: Additional information is contained in the Scoping Information Report, including alternatives under consideration, topics for discussion in the EIS, and the project Purpose and Need Statement, and is available at http://www.soundtransit.org/WSBlink or can be obtained by calling the project line at 206-903-7299. Alternate formats and languages of project material can be requested by calling the project line.

For information on the scoping process, contact Lauren Swift, Central Corridor Environmental Manager, at 206-398-5301.

Date: Feb. 14, 2019 Signature: Perry Weinberg

Perry Weinberg
SEPA Responsible Official

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for projects in Phoenix, Arizona and Albany, Georgia. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to 23 U.S.C. 139(l). A claim seeking judicial review of FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before August 8, 2019.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353–2577 or Juliet Bochicchio, Environmental Protection Specialist, Office of Environmental Programs, (202) 366–9348. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the projects to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project file for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA's Regional Offices may be found at *https://www.fta.dot.gov.*

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321–4375], Section 4(f) requirements [23 U.S.C. 138, 49 U.S.C. 303], Section 106 of the National Historic Preservation Act [54 U.S.C. 306108], and the Clean Air Act [42 U.S.C. 7401–7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice are:

1. Project name and location: Northwest Phase II Light Rail Extension, City of Phoenix, Maricopa County, Arizona. *Project sponsor:* Valley Metro. *Project description:* Valley Metro plans to construct the Northwest Phase II Light Rail Extension to extend service 1.5 miles northwest of the existing Valley Metro light rail line at Dunlap and 19th Avenues to the Metrocenter Mall located on the western side of Interstate 17 (I–17). The project consists of the construction of three new light rail stations, two park and ride facilities, a new rail bridge over I–17, replacement of two existing bridges to accommodate light rail vehicles, vehicular traffic and bicycles, and relocation of the existing Metrocenter Transit Center. This notice only applies to the discrete actions taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Section 4(f) determination, dated October 26, 2018; Section 106 finding of no adverse effect to historic properties, State Historic Preservation Office (SHPO) concurrence dated October 22, 2018; project-level air quality conformity; Section 6(f) of the Land and Water Conservation Fund Act determination, dated January 5, 2018; and Finding of No Significant Impact for the Northwest Phase II Light Rail Extension, dated February 5, 2019. *Supporting documentation:* Environmental Assessment Northwest Phase II Light Rail Extension, dated September 20, 2018.

2. Project name and location: Albany Multimodal Transportation Center, Albany, Georgia. *Project Sponsor:* City of Albany and Georgia Department of Transportation (GDOT). *Project description:* The City of Albany and GDOT will construct a new multimodal transportation center for the Albany Transit System on a 3-acre site that will house and support ATS operational needs, and other potential uses, such as intercity bus, rural transit, taxis, private auto services, and typical transit-oriented and transit-related commercial uses, as well as a small public computer lab. This notice only applies to the discrete actions taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Section 4(f) determination, date December 10, 2018; Finding of No Significant Impact for the Albany Multimodal Transportation Center, dated December 10, 2018; Section 106 finding of no adverse effect to historic properties for the Albany Freedom Historic District and Section 106 finding of adverse effect for Archaeological Site 9DU286, SHPO concurrence dated April 13, 2018; executed Memorandum of Agreement dated December 10, 2018; project-level air quality conformity. *Supporting documentation:* Environmental Assessment Albany Multimodal Transportation Center, Dougherty County, Georgia, dated May 22, 2018.

Elizabeth S. Riklin,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2019–04284 Filed 3–8–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Extension of Public Scoping Period for the West Seattle and Ballard Link Extensions, King County, Washington

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice; extension of public comment period.

SUMMARY: On February 12, 2019 the Federal Transit Administration (FTA) published a notice of intent (NOI) in the **Federal Register** to prepare an environmental impact statement (EIS) with the Central Puget Sound Regional Transit Authority (Sound Transit) for the West Seattle and Ballard Link Extensions (WSBLE) Project. The public scoping period on the NOI was originally scheduled to end on March 18, 2019. FTA is extending the public scoping period and will accept comments until April 2, 2019.

DATES: Written comments on the scope and alternatives to be considered in EIS, as described in the NOI (84 FR 3541; February 12, 2019), must be submitted no later than April 2, 2019.

ADDRESSES: You may submit written comments on the scope of the EIS to: WSBLE (c/o Lauren Swift) Sound Transit, 401 S Jackson Street, Seattle, WA 98104–2826, or by email to *WSBscopingcomments@soundtransit.org.*

FOR FURTHER INFORMATION CONTACT: Mark Assam, FTA Environmental Protection Specialist, phone: (206) 220–4465 or Lauren Swift, Sound Transit

Central Corridor Environmental Manager, phone: (206) 398–5301.

SUPPLEMENTARY INFORMATION: On February 12, 2019, FTA published a NOI to prepare an EIS in coordination with Sound Transit for the WSBLE Project in the **Federal Register** (84 FR 3541). The public scoping period on the NOI was originally scheduled to end on March 18, 2019. FTA received requests for additional time to provide comments. In an effort to balance the need to move forward on the EIS process in an efficient manner and the need to encourage thorough public participation in this scoping process, FTA will extend the public comment period to April 2, 2019. This brings the public scoping period to a total of 46 days. Other information contained in the NOI published in the February 12, 2019 **Federal Register** has not been changed.

Linda M. Gehrke,

Regional Administrator.

[FR Doc. 2019–04278 Filed 3–8–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2019–0005]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petitions.

SUMMARY: This document announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for sale in the United States and certified by their manufacturers as complying with the safety standards, and are capable of being readily altered to conform to the standards.

DATES: These decisions became applicable on the dates specified in Annex A.

FOR FURTHER INFORMATION CONTACT: Neil Thurgood, Office of Vehicle Safety Compliance, NHTSA (202–366–0712).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and/or sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR part 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then notifies the petitioner of its decision by letter and publishes public notification of the decision in the **Federal Register**.

NHTSA received petitions from registered importers (RIs) to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions.

Comments: No substantive comments were received in response to the petitions identified in Annex A.

NHTSA Decision: Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all applicable FMVSS, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States and certified by its manufacturer under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable FMVSS.

NHTSA has also concluded that each RI who imports and modifies a vehicle under one of the subject vehicle eligibility numbers for the first time must include in the statement of conformity and associated documents (''conformity package'') it submits to the NHTSA under 49 CFR part 592.6(d) explicit proof to confirm that the vehicle was, where applicable, originally manufactured to conform to, or was successfully altered to conform to, FMVSS No. 101, *Controls and Displays,* FMVSS No. 138, *Tire Pressure Monitoring Systems,* FMVSS No. 208, *Occupant Crash Protection,* and FMVSS No. 301, *Fuel System Integrity.* This proof must include detailed descriptions of all modifications made, including a detailed description of systems in place (if any) on the vehicle as delivered to the RI, and a similarly detailed description of alterations made to the vehicle and said systems, including photographs of all required labeling. The descriptions must also include parts assembly diagrams and associated part numbers for all components that were removed from or installed in the vehicle, an accounting of any computer programming modifications undertaken, and a description of how compliance was verified after alteration of the vehicle.

Vehicle Eligibility Number for Subject Vehicles: In order to import a vehicle made admissible under any final decision, the importer must indicate to U.S. Customs and Border Protection that the vehicle has been determined eligible for importation. This is done by indicating the eligibility number, published under that final decision, on DOT declaration form HS–7. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.95 and 501.8.

Michael A. Cole,

Acting Director, Office of Vehicle Safety Compliance.

Annex A—Nonconforming Motor Vehicles Decided To Be Eligible for Importation

1. Docket No. NHTSA–2017–0029

Nonconforming Vehicles: 2014 BMW X3 Multipurpose Passenger Vehicles
Substantially Similar U.S. Certified Vehicles: 2014 BMW X3 Multipurpose Passenger Vehicles
Notice of Petition Published at: 83 FR 32708 (July 13, 2018)
Vehicle Eligibility Number: VSP–598 (effective date September 7, 2018)

APPENDIX B

Scoping Information Report

Scoping Information Report

February 2019

SOUNDTRANSIT

1. Introduction

This report is intended to provide context for the West Seattle and Ballard Link Extensions (WSBLE) Project environmental scoping period. Early scoping under that State Environmental Policy Act (SEPA) was conducted prior to this scoping period followed by a three-level alternatives development process. The alternatives refined through this process are presented to the public for comment during the scoping period. The input received during scoping will help the Sound Transit Board identify a Preferred Alternative and other alternatives to study in an Environmental Impact Statement (EIS).

This report describes:

- the upcoming scoping period
- a description of the potential alternatives
- the purpose and need for the project
- the history of regional light rail and process that led to the alternatives being evaluated during scoping
- the project timeline and next steps

2. West Seattle and Ballard Link Extensions Scoping: Feb 15, 2019, to March 18, 2019

Sound Transit and the Federal Transit Administration (FTA) are conducting scoping to start the environmental process for the WSBLE Project, a light rail expansion project in the metropolitan Seattle area of King County, Washington. The WSBLE Project is part of the Sound Transit 3 Plan (ST3) that voters approved funding for in 2016. The West Seattle Link Extension would build light rail from West Seattle's Alaska Junction neighborhood to downtown Seattle. The Ballard Link Extension would build light rail from Ballard's Market Street area through downtown Seattle and include a new downtown Seattle light rail tunnel. **Exhibit 1-1** (System Map) shows Sound Transit's current service and future projects.

Exhibit 1-1: System Map

2.1 About Scoping

Sound Transit and FTA will prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) to further examine how the project could affect the community and the environment. Scoping provides an opportunity for the public to learn about and comment on the WSBLE Project at the beginning of the environmental review process. Input received during scoping helps inform the Sound Transit Board's identification of a Preferred Alternative and other alternatives to study in the EIS.

To start the scoping period, FTA issued a Notice of Intent to prepare an EIS in the Federal Register on February 12, 2019, and Sound Transit issued a Determination of Significance in the SEPA Register on February 15, 2019. During scoping, Sound Transit is seeking public comments on the project Purpose and Need, the alternatives to be studied in the EIS, and potential impacts to study in the EIS. All project documents, including the SEPA Determination of Significance, are available on the project website at **https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions/documents**.

Following scoping, Sound Transit will review and summarize comments received. After consideration of the scoping comments, the Sound Transit Board will identify the alternatives to study in the EIS, including a preferred alternative.

2.2 Public and Agency Scoping Meetings

Scoping includes a public comment period that is open until March 18, 2019, with three public meetings and an online open house. The public meetings will be held at that following locations and times:

West Seattle	Ballard	Downtown
Wednesday, February 27, 2019 6:00-8:00 p.m. Alki Masonic Center 4736 40th Avenue SW Seattle, WA 98116	Thursday, February 28, 2019 6:00-8:00 p.m. Ballard High School 1418 NW 65th Street Seattle, WA 98117	Thursday, March 7, 2019 5:00-7:00 p.m. Union Station 401 S Jackson Street Seattle, WA 98104

Online Open House: **https://wsblink.participate.online/**

A separate scoping meeting will be conducted with agencies and Native American tribes to present project information and receive comments. Invitations to the agency scoping meeting and public scoping meetings will be sent to the appropriate federal, tribal, state, and local governments.

2.3 Ways to Provide Comments

Written scoping comments are requested by March 18, 2019, and can be submitted by mail or email at the addresses listed below. Comments can also be submitted at a public meeting (listed above), provided via the online comment form available at https://wsblink.participate.online/, or left as a voicemail at the phone number below.

Mailing Address:	**WSBLE Project (c/o Lauren Swift)** **Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826**
Email:	**wsbscopingcomments@soundtransit.org**
Voicemail Phone Number:	**833-972-2666**

3. Potential Alternatives

The Alternatives development process included public and stakeholder input and a three-level evaluation (see description in Section 5.2). This section describes the alternatives developed as a result of that process that are presented to the public for comment during the scoping period. Additional documents describing the evaluation results are available on the project website here: **https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions**.

Alternative 1, ST3 Representative Project. This alternative includes the following (also see **Exhibit 3-1**):

- West Seattle Extension: This extension would be an entirely elevated alignment with a new high-level, rail-only bridge across the Duwamish Waterway on the south side of the existing West Seattle Bridge. It would serve three elevated stations at the Alaska Junction, Avalon, and Delridge areas in West Seattle before heading east and turning north into the E3 busway in SODO (a transit-only roadway currently used for both buses and light rail), where it would serve one elevated SODO Station and one at-grade Stadium Station. The extension's western terminus would be at SW Alaska Street and California Avenue SW in an east/west orientation.

- Ballard Extension: This extension includes a new rail-only tunnel north from the Chinatown/International District to South Lake Union and Seattle Center/Uptown, running under Fifth Avenue in Chinatown/International District, Fifth and Sixth Avenue in the commercial core, Westlake Avenue in South Lake Union, and Republican Street in Uptown. The north tunnel portal would be at the west end of Republican Street and the light rail would continue north on an elevated guideway along Elliott Avenue W and 15th Avenue W, crossing Salmon Bay on a new rail-only movable bridge. The extension would include six tunnel stations at International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center and three elevated stations at Smith Cove, Interbay, and Ballard. The extension's northern terminus would be near 15th Avenue NW and NW Market Street in a north/south orientation.

Alternative 2, West Seattle Elevated/Chinatown-International District 5th Avenue/Downtown 6th Avenue/Ballard Elevated. This alternative includes the following (also see **Exhibit 3-2**):

- West Seattle Extension: This extension would be a mix of elevated and at-grade guideway with a new high-level, rail-only bridge across the Duwamish Waterway on the south side of the existing West Seattle Bridge. It would serve three elevated stations at the Alaska Junction, Avalon, and Delridge areas in West Seattle before heading east and turning north into the E3 busway in SODO (a transit-only roadway currently used for both buses and light rail), where it would serve a new at-grade SODO Station and the existing at-grade Stadium Station. The extension's west terminus would be along 41st Avenue SW and SW Hudson Street in a north/south orientation.

- Ballard Extension: This extension would operate in a new rail-only tunnel north from the Chinatown/International District to South Lake Union and Seattle Center/Uptown, running under Fifth Avenue in the Chinatown/International District, Sixth Avenue in the commercial core, Terry Avenue in South Lake Union, and Mercer Street in Uptown. The north tunnel portal would be

on the west side of Elliott Avenue W. It would continue north in a combination of at-grade and elevated guideway through central Interbay and then cross Salmon Bay on a new rail-only, fixed bridge aligned with 14th Avenue NW. The extension includes six tunnel stations at International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center; an at-grade station at Smith Cove; and two elevated stations at Interbay and Ballard. The extension's northern terminus would be near 14th Avenue NW and NW Market Street in a north/south orientation.

Alternative 2 would have the following design option:

- International District/Chinatown Station: Cut-and-cover or mined station construction on Fifth Avenue South.

Alternative 3, West Seattle Tunnel/Chinatown-International District 4th Avenue/Downtown 5th Avenue/Ballard Tunnel. This alternative includes the following (also see Exhibit 3-3):

- West Seattle Extension: This extension would be a mix of tunnel, elevated and at-grade guideway with a new high-level, rail-only bridge across the Duwamish Waterway on the north side of the existing West Seattle Bridge. It would serve tunnel stations at Alaska Junction and Avalon, and an elevated station at Delridge in West Seattle before heading east and turning north into the E3 busway in SODO (a transit-only roadway currently used for both buses and light rail), where it would serve new at-grade SODO and Stadium stations.
- Ballard Extension: This extension would operate in a new rail-only tunnel north from the Chinatown/International District to South Lake Union and Seattle Center/Uptown, running under Fourth Avenue in the Chinatown/International District, Fifth Avenue in the commercial core, Westlake Avenue and Harrison Street in South Lake Union, and Republican Street in Uptown. The north tunnel portal would be on the east side of Elliott Avenue W, north of Kinnear Park. The guideway would then continue north across 15th Avenue W to central Interbay on a combination of elevated and at-grade guideway, and then cross under Salmon Bay in a tunnel aligned with 14th Avenue NW. The extension includes six tunnel stations at International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center; two at-grade stations at Smith Cove and Interbay; and a tunnel station at Ballard.

Alternative 3 would have the following design options:

- Alaska Junction: Tunnel station at 41st Avenue SW, 42nd Avenue SW or 44th Avenue SW; all with north-south orientation
- International District/Chinatown Station: Cut-and-cover or mined station construction on Fourth Avenue S
- Ballard Station: Tunnel station at 14th Ave NW or 15th Avenue NW; both with north-south orientation

Additional information on development of these alternatives is provided in Section 5.

Exhibit 3-1: Alternative 1, ST3 Representative Project

Exhibit 3-2: Alternative 2, West Seattle Elevated/Chinatown-International District 5th Avenue/Downtown 6th Avenue/Ballard Elevated

Exhibit 3-3: Alternative 3, West Seattle Tunnel/Chinatown-International District 4th Avenue/Downtown 5th Avenue/Ballard Tunnel

4. Draft Purpose and Need for the WSBLE Project

The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the WSBLE project is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to:

- Provide high quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit, 2016).
- Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe non-motorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

The project is needed because:

- When measured using national standards, existing transit routes between downtown Seattle, West Seattle and Ballard currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add 70,000 residential units and 115,000 jobs by 2035, without any major expansions in roadways.
- Increased ridership from regional population and employment growth will increase operational frequency in the existing downtown Seattle transit tunnel requiring additional tunnel capacity.
- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for High Capacity Transit (HCT) in the corridor consistent with VISION 2040

(PSRC, 2009) and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).

- The region's citizens and communities, including transit dependent residents and low-income and minority population, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

5. Potential topics to study in the EIS

Sound Transit will be analyzing the potential environmental impacts from the WSBLE project in the Draft EIS and is seeking input on what should be studied in the EIS. The environmental resource categories typically considered in an EIS are listed in Exhibit 5-1.

Exhibit 5-1: Environmental Resource Categories

Environmental Resource Categories

- ✓ Acquisitions, Displacements, and Relocations
- Land Use
- Economics
- Social Impacts, Community Facilities, and Neighborhoods
- Visual and Aesthetics
- Air Quality
- Noise and Vibration
- Water Resources Ecosystems
- Energy
- Geology and Soils
- Hazardous Materials
- Electromagnetic Fields
- Public Services, Safety, and Security
- Utilities
- Historic and Archaeological Resources
- Parks and Recreational Resources
- Section 4(f) and Section 6(f) Resources
- Environmental Justice
- Transportation

6. History of Regional Light Rail and West Seattle and Ballard Extension Alternatives

6.1 Sound Transit and the Region's Mass Transit System

Sound Transit was created in 1996 with voter approval of Sound Move. Sound Transit has continued to implement the regional mass transit system following the passage of the Sound Transit 2 Plan (ST2) in 2008 and ST3 in 2016. Exhibit 6-1 (Regional High-Capacity Transit Planning over the Years) shows the regional transit planning milestones that have occurred over the last 22 years.

Exhibit 6-1: Regional High-Capacity Transit Planning over the Years

In 2013, Sound Transit began planning for the investments to follow ST2. This work included updating Sound Transit's Long-Range Plan and associated environmental review. The WSBLE Project is an element of the 2014 Regional Transit Long-Range Plan and the region's Metropolitan Transportation Plan (Puget Sound Regional Council's Transportation 2040). Following system planning work to evaluate and prioritize the next round of regional transit expansion, in 2016 voters authorized funding to extend the regional light rail system to West Seattle and Ballard as part of ST3. ST3 will also extend light rail east to Issaquah and south Kirkland, north to Everett, and south to the Tacoma Dome.

6.2 Alternatives Development Process

Alternatives were developed from public input received during the early scoping period held in February 2018. The alternatives were then screened through three levels of evaluation. Increasingly detailed and comprehensive evaluation measures were applied for alternatives that were carried forward from one level to the next.

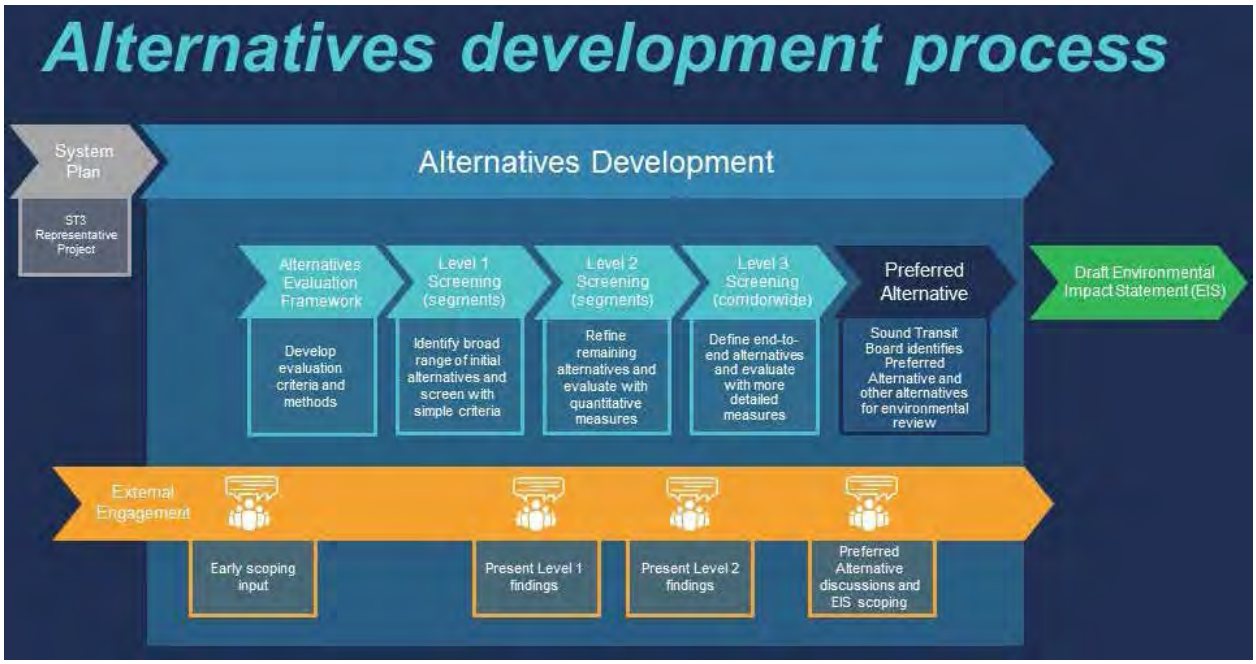
Agency and external engagement to seek input and involvement from key stakeholders during the alternatives development process was accomplished through the following groups and forums:

- **Elected Leadership Group (ELG):** Elected officials who represent the project corridor and/or Sound Transit Board

- **Stakeholder Advisory Group (SAG):** Transit riders, residents, businesses, major institutional organizations, key stakeholders, and members of the public
- **Interagency Group:** Senior staff from Sound Transit, City of Seattle and other partner agencies such as Port of Seattle, King County, Washington State Department of Transportation (WSDOT) and Federal Transit Administration (FTA)
- **Neighborhood Forums:** Community members interested in delving more deeply into issues specific to their neighborhood
- **Public Events:** Online open house and survey, fair and festivals, and email newsletters for people who live, work and commute in, through and around the Puget Sound region

The three levels of evaluation and the corresponding external engagement process for the WSBLE Project are depicted on Exhibit 6-2 (Alternatives Development Process). Additional detail on the evaluation process and how alternatives advanced between levels of evaluation is provided below.

Exhibit 6-2: Alternatives Development Process



6.2.1 Early Scoping Input

The alternatives development process began with external engagement in early scoping. Sound Transit conducted early scoping from February 2 through March 5, 2018. The ST3 Representative Project served as the starting point for identifying alternatives, and the public, agencies, and tribes were invited to offer input on the Draft Project Purpose and Need statement, other possible alternatives to study, and potential community benefits and impacts. Sound Transit used the input received during early scoping to develop and evaluate alternatives in Level 1 of the alternatives development process described below.

Opportunities for early scoping comments included an agency meeting, three public open houses, and an online open house. Comments could be submitted at the early scoping meetings, as well as by email and mail. The Early Scoping Summary Report (**https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-and-ballard-link-extensions-early-scoping-summary-report-3-3.pdf**) lists all comments received during early scoping.

Over 700 people attended the three public open houses, and 7 agencies attended the agency early scoping meeting. Sound Transit received over 2,800 individual comments in various formats. Most public comments focused on elevated routes in West Seattle and Interbay/Ballard, with many suggesting a variety of alternatives to these elevated routes, including tunnels. Many comments were also received regarding station locations and station access. In addition to comments from the general public, seven community organizations and seven businesses or business groups submitted comments. These comments generally repeated themes heard from the public, primarily in the West Seattle and Interbay-Ballard areas. Agency comments focused on alternatives, local and regional mobility, freight mobility and infrastructure, transit integration, transit-oriented development and urban design, and potential environmental impacts.

Feedback from the early scoping process was used to update the Draft Purpose and Need, develop Level 1 alternatives, and identify criteria for evaluating the alternatives. Some early scoping suggestions were not carried forward for further review in Level 1 because they were inconsistent with the ST3 Plan, technically infeasible, and/or deemed not practical.

6.2.2 Alternatives Screening Process

A three-level screening was conducted for the WSBLE Project as shown in **Exhibit 6-2** (Alternatives Development Process). Due to the unique characteristics of the study area, the project was subdivided into four geographically based study segments for evaluation purposes in the Level 1 and the Level 2 screenings. These study segments allowed for more detailed evaluation and analysis. Following are the four study segments:

- West Seattle/Duwamish
- SODO and Chinatown/ID
- Downtown
- Interbay/Ballard

The alternatives screening process relied on a set of evaluation criteria and measures that provided a consistent means of analysis among the alternatives. **Exhibit 6-3** (Evaluation Criteria, Methods and Measures) illustrates the relationship between the Draft Purpose and Need statement and the evaluation criteria, measures, and methods.

The Level 1 screening evaluated alternatives using 25 different measures. These measures were mostly qualitative and identified alternatives that did not meet the project purpose and/or were lower performing compared to other alternatives. The Level 2 screening evaluated alternatives using almost 50 different measures derived from the Draft Project Purpose and Need and included more quantitative measures. After each screening analysis was complete, the results were presented to the SAG for discussion and recommendations to the ELG of what to carry forward to the next level of screening. The ELG then made recommendations on which alternatives to forward for further study in the next screening level.

After the ELG made recommendations on which alternatives to carry forward, the alternatives within each segment

were pieced together to form end-to-end alternatives from West Seattle to Downtown and Downtown to Ballard for the Level 3 Screening.

Opportunities for public input between each screening level allowed community members to learn more about the alternatives and provide input to the SAG and ELG. An online open house collected over 225 comments and over 500 survey responses. Eight station design charrettes and nine neighborhood forums were conducted to understand community character and values and inform project planning.

In addition, Sound Transit attended 18 community-hosted fair, festival and tabling events to share information and encourage public participation and briefed and interviewed nearly 150 community groups, businesses, neighborhood organizations, and social service providers to increase project awareness, gain new perspectives and gather feedback.

Between January 2018 and February 2019, there were a total of 12 SAG meetings and 5 ELG meetings.

Exhibit 6-3: Evaluation Criteria, Measures, and Methods

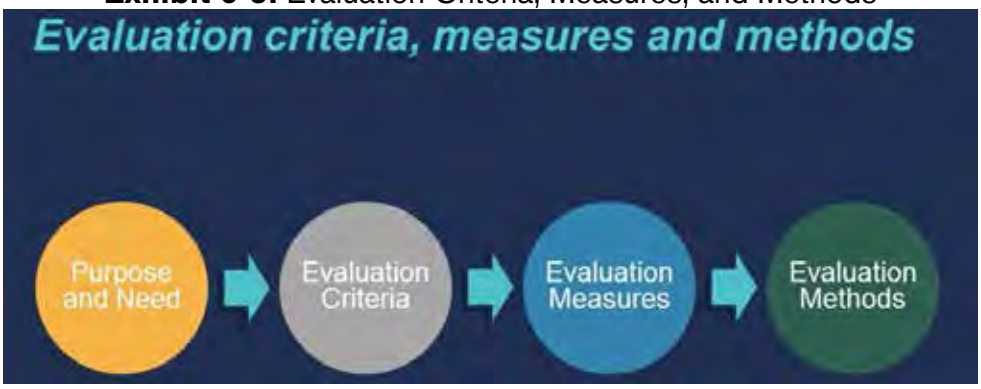
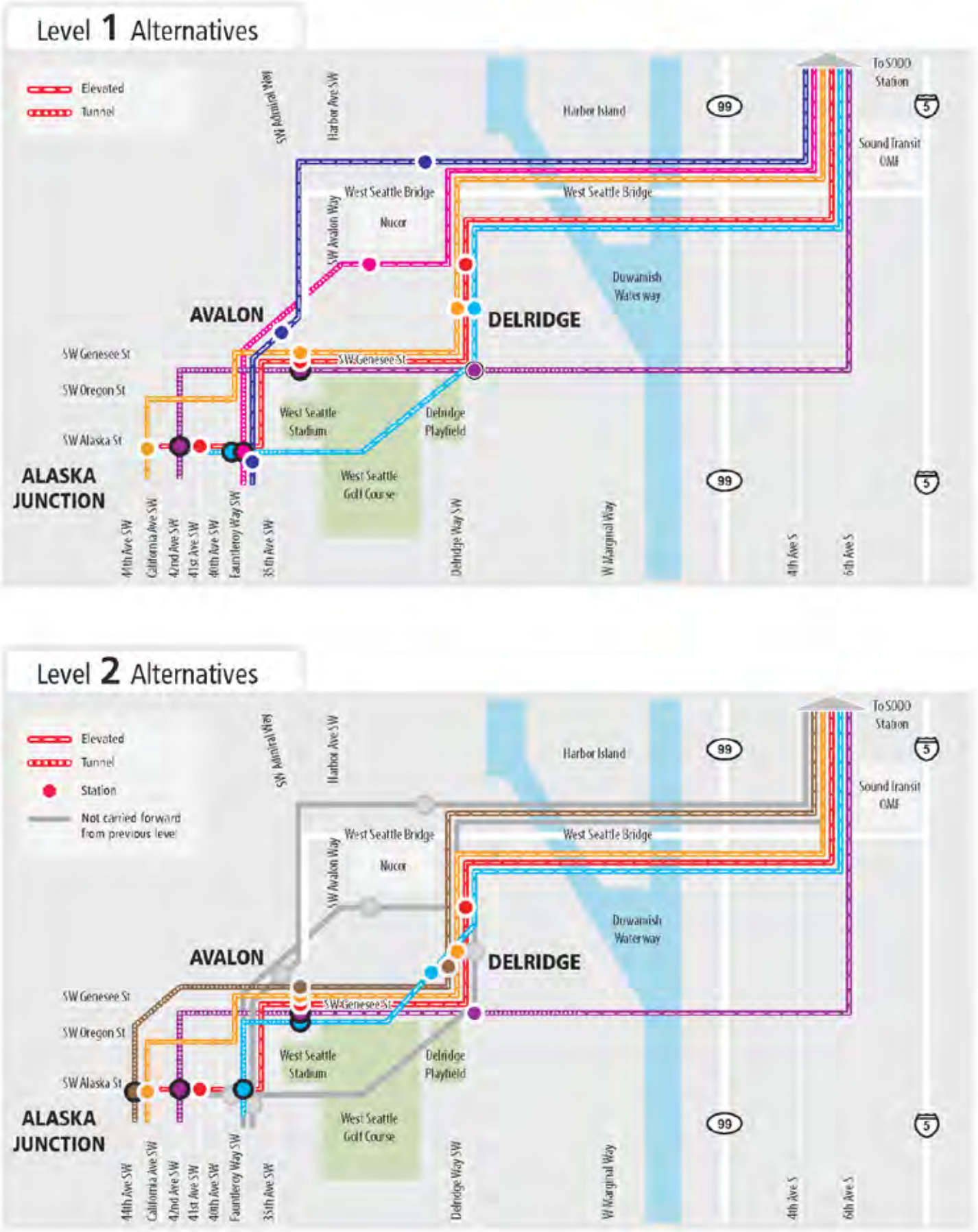


Exhibit 6-4 (Alternatives Screening Process) illustrates the narrowing of alternatives during the screening process, which was designed to identify a Preferred Alternative and other alternatives that would be advanced to the environmental review phase.

Exhibits 6-5 to 6-8 illustrates the progression of alternatives from Level 1 to Level 3 within each geographic segment.

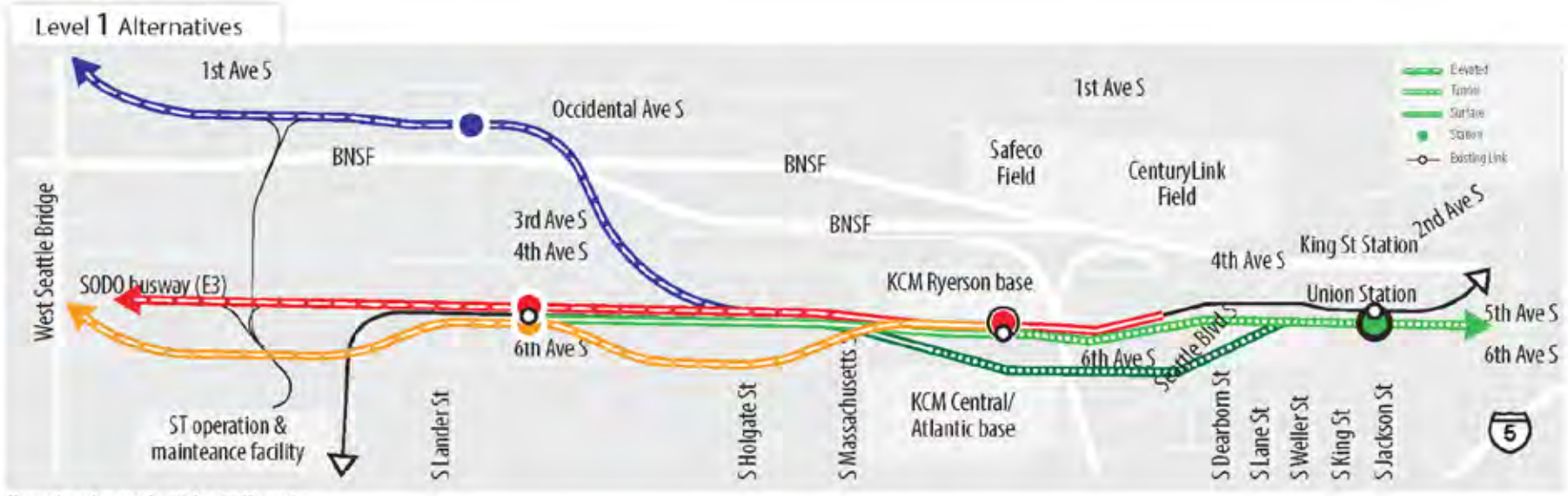
Exhibit 6-4: Alternatives Screening Process

Exhibit 6-5: West Seattle



Diagrams are for illustration purposes only and are not to scale.

Exhibit 6-6: Sodo/C-ID



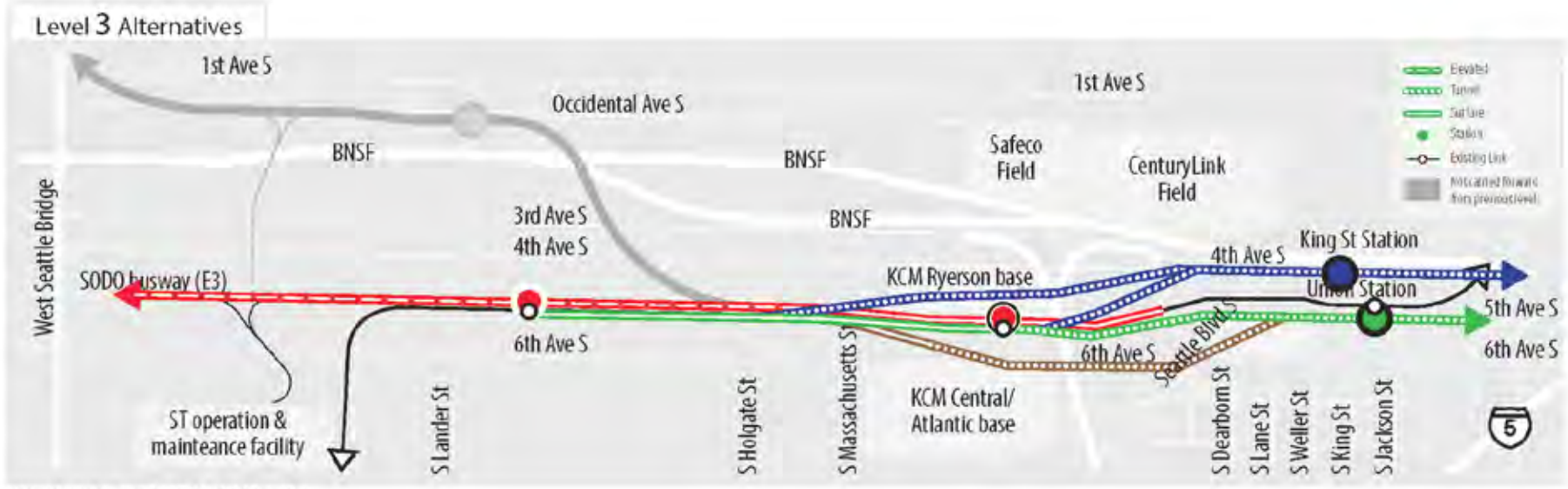


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Exhibit 6-7: Downtown

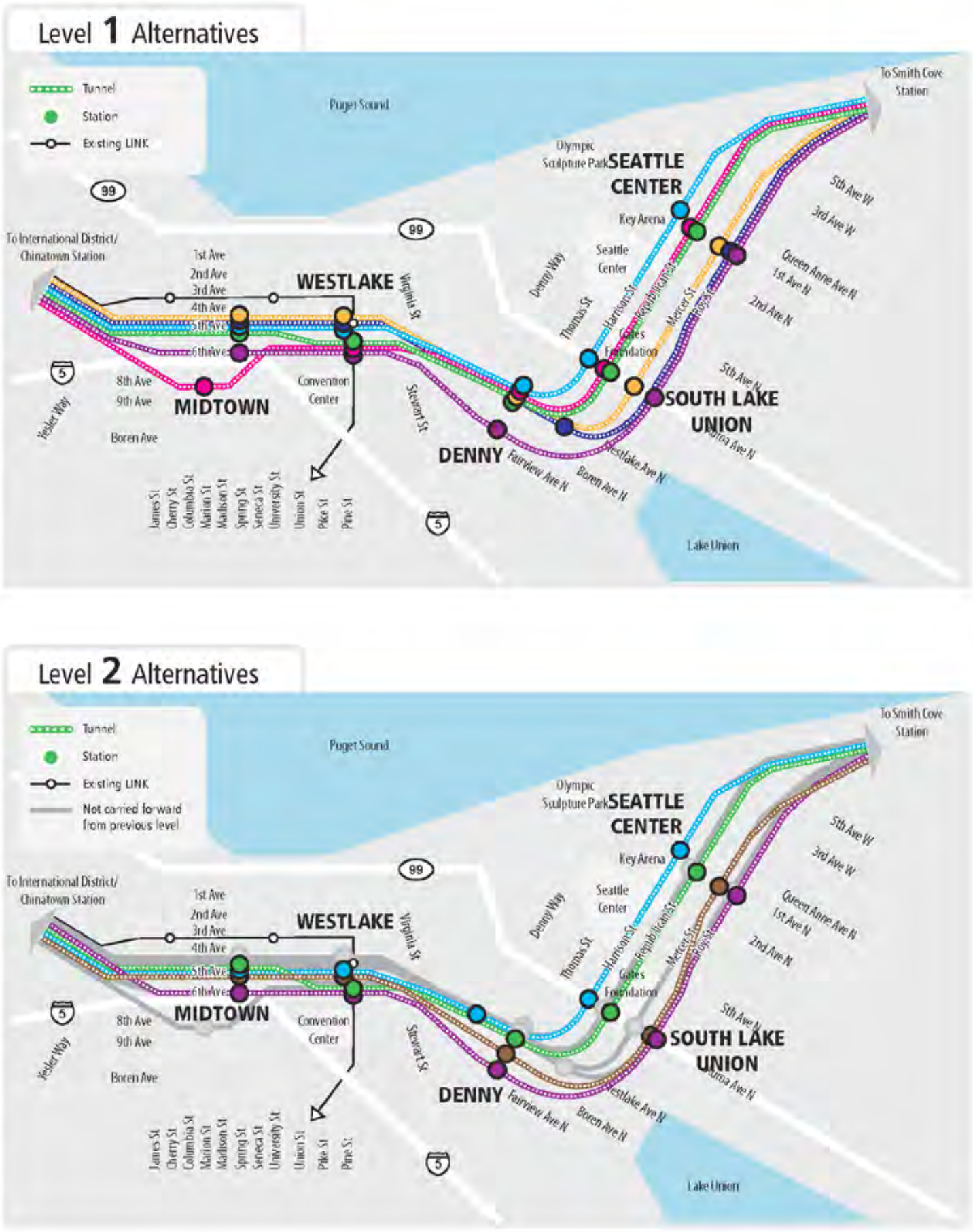

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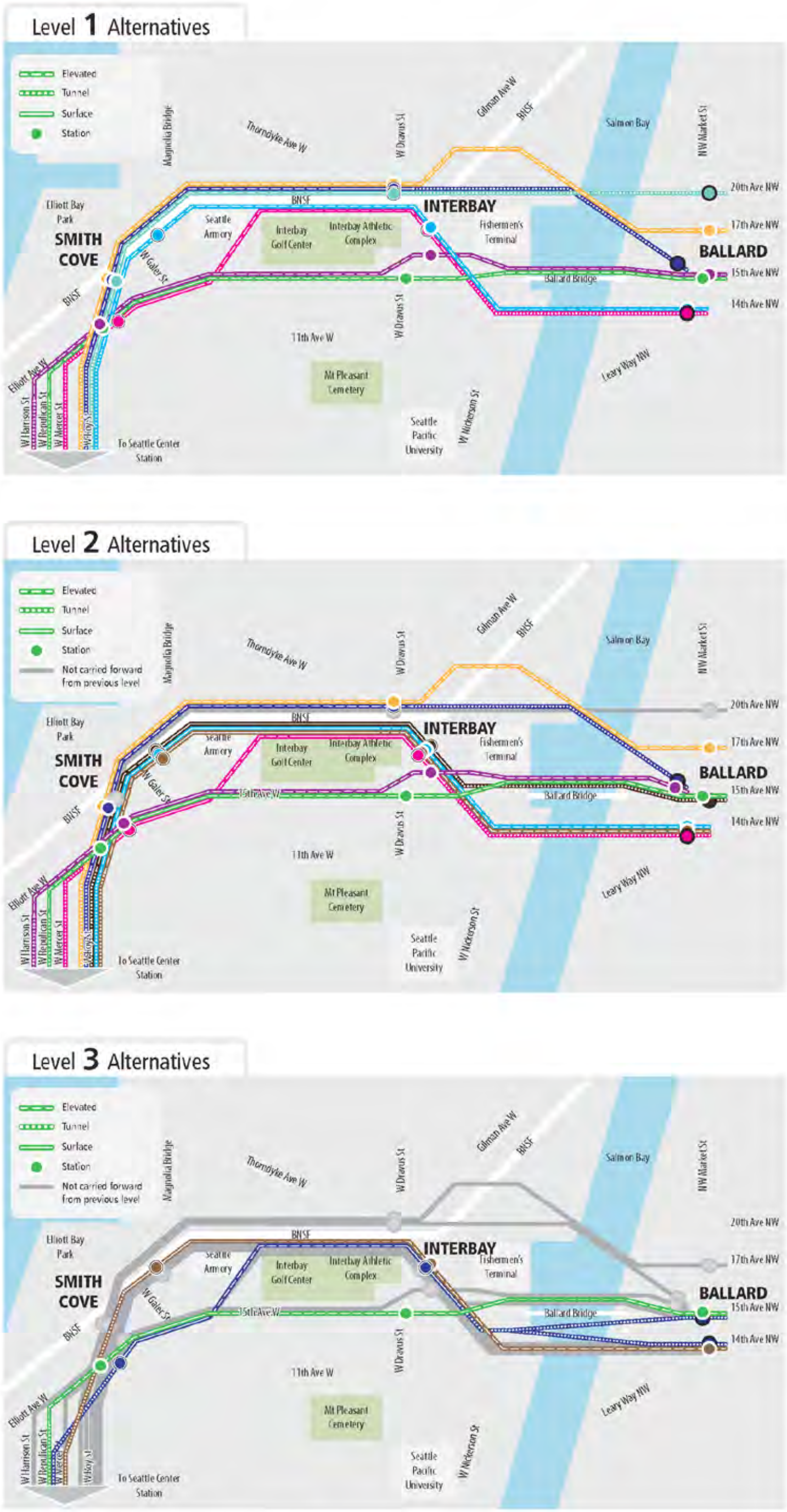
Exhibit 6 -8: Interbay/Ballard



Diagrams are for illustration purposes only and are not to scale.

7. Project Timeline and Next Steps

Following scoping, the Sound Transit Board (Board) will identify a Preferred Alternative after considering the evaluation results, public and agency scoping comments, tribal comments, and input from the Stakeholder Advisory Group and Elected Leadership Group. The Board will also identify other alternatives to study in the EIS. Sound Transit will conduct further engineering, environmental impact analysis, and public involvement work on the project, and FTA and Sound Transit will publish a Draft EIS and provide an opportunity for formal public and agency comment. After consideration of the Draft EIS and comments, the Sound Transit Board will confirm or modify the previously identified Preferred Alternative. FTA and Sound Transit will then publish a Final EIS that includes responses to the comments received on the Draft EIS. After publication of the Final EIS, the Sound Transit Board is expected to select the project to build. FTA would then issue a Record of Decision for the project concluding the environmental process. Exhibit 7-1 (WSBLE Project Schedule) shows the project's general timeline.

Exhibit 7-1: WSBLE Project Schedule

soundtransit.org/wsblink

wsblink@soundtransit.org

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APPENDIX C

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Advertisements

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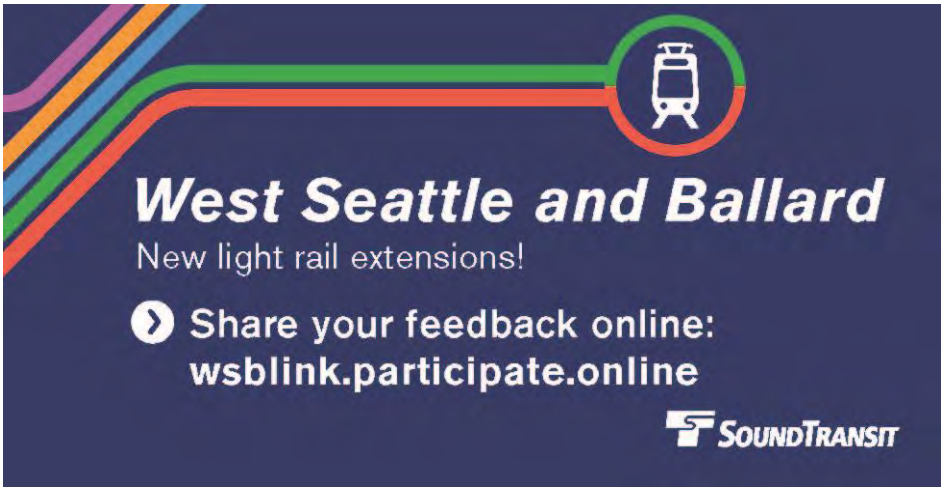

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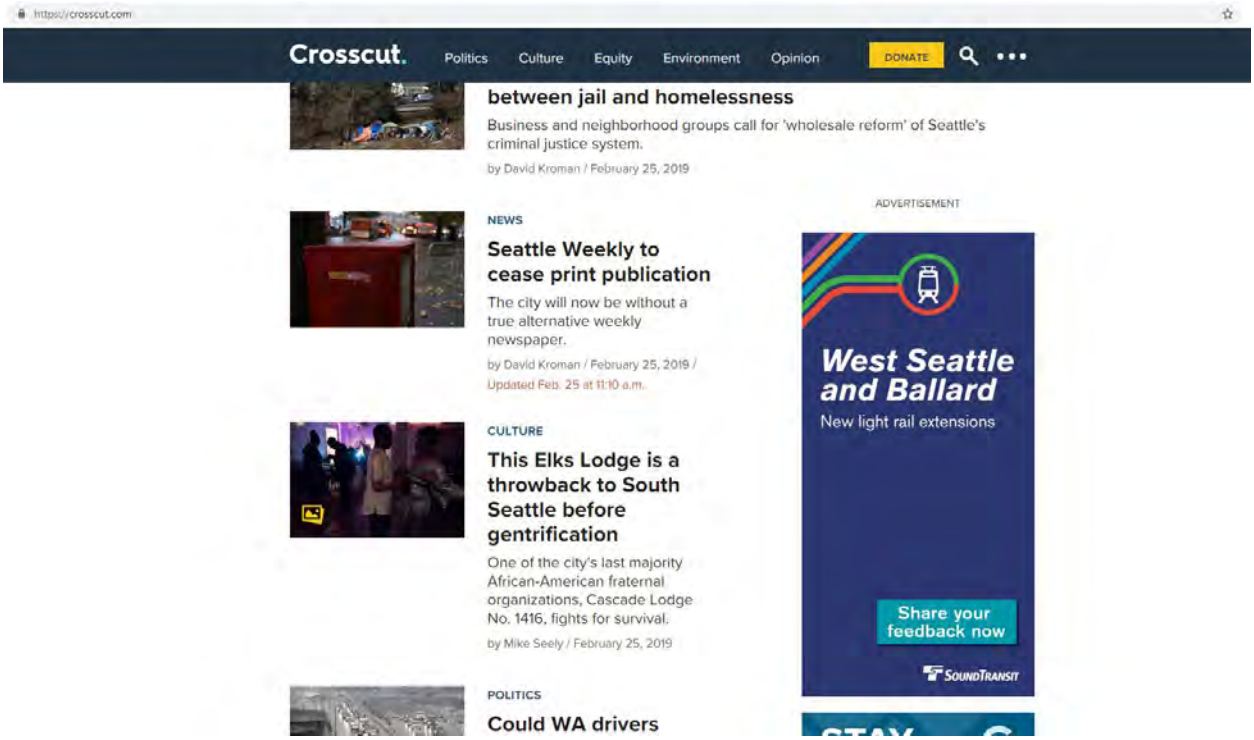
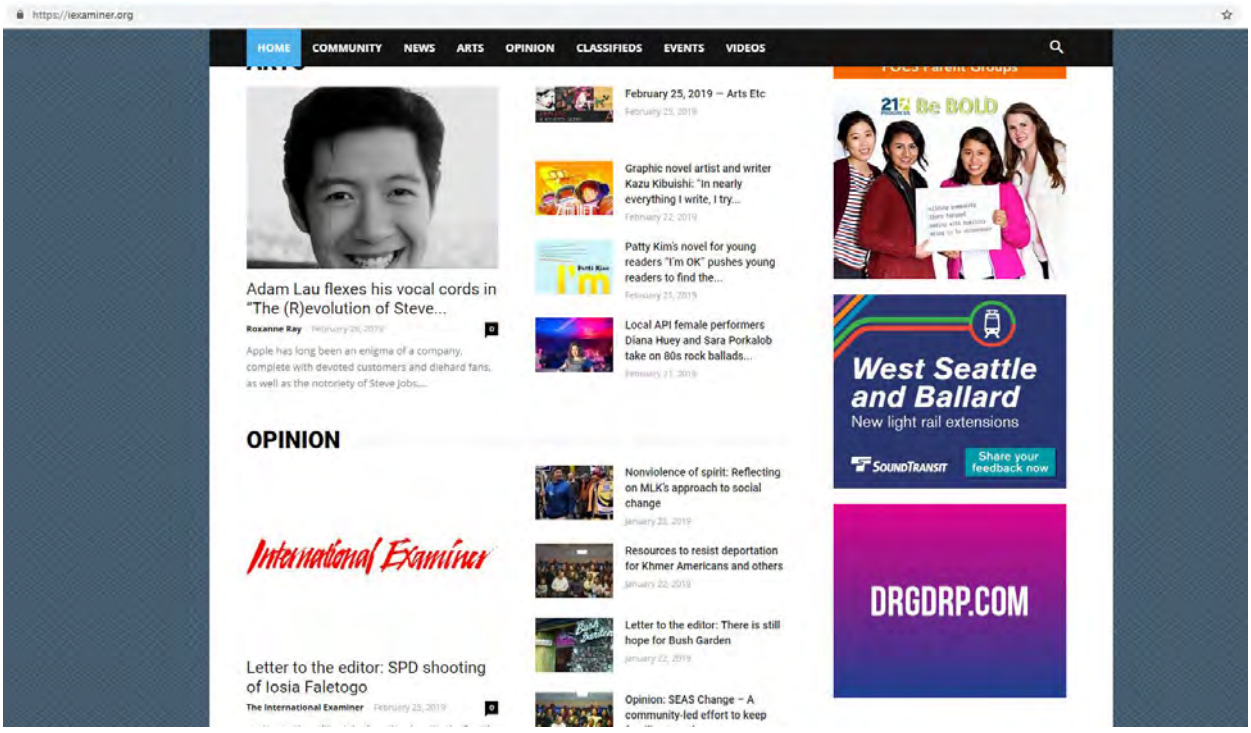
Advertisement artwork - Chinese

Online advertisement screenshots





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NEWS WORLD SOMILA NATIONAL AFRICA EDITORIAL OPINION

A Vigil in Honor of Amina Ahmed at SeaTac City Hall

admin · December 13, 2018 · 0

Someireh Amirfaiz spoke emotionally at the vigil. She was long time friend to Amina and her boss at Rewa where Amina spent most of...

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October 5, 2018

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December 20, 2017

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July 25, 2017

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ST3 Level 3 Planning: Lets Not Paint Ourselves into a Corner

This is a guest post.

February 19, 2019 at 7:00 am By Seattle Subway

We're finally here: ST3 Planning level 3 is where we cut everything but two options and send those on for an environmental impact study. Those options will include a high end options that relies on local funding an an affordable option that doesn't. At this point, our primary concern is with the low end options. There is a conversation to be had in the future about whether spending $1.9B on high end ST3 options makes sense and where the money will come from, but that's a topic for another day.

Right now we need to make sure the affordable options that we send through are acceptable in case additional local funding never comes. Building on our central concepts of Reliability, Expandability, and Accessibility along with our Level 2 feedback and plea to put riders first, here is what we're focused on now by station:

Ballard

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Midweek Video: Operations and Maintenance Facility South

By Stephen Fesler - February 27, 2019 0

Sound Transit is planning for a new operations and maintenance facility for light rail down south. Six different sites are currently under consideration. In this video, the transit agency explains why the locations are candidates.

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MAR

THRU 2

IRENE KUBOTA'S "MY CORNER OF THE WORLD" ARTIST RECEPTION
Bryan Ohno Gallery, Seattle
6-8 p.m.

2

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11 a.m.–4 p.m.
Free admission

LUNAR NEW YEAR CELEBRATION
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11 a.m.-6 p.m.
bellevuecollection.com/lunarnewyear

NATIONAL CACA ESSAY CONTEST
Mercer Island Library, 4400 88th Ave. SE, Mercer Island
10 a.m.–12 p.m.
Registration deadline is March 1
Prizes: Seattle $100-$500, National $100-$1,000
Register at cacaseattle.org

AAJA SEATTLE LUNAR NEW YEAR BANQUET 2019
House of Hong Restaurant, 409 8th Ave. S., Seattle
6:30 p.m.
$30-$50

3

3RD ANNUAL DUMPLING FEST
Tom Douglas Restaurant, 2030 5th Ave., Seattle
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5

RAISING MIXED KIDS: MULTIRACIAL IDENTITY & DEVELOPMENT WITH SHARON H. CHANG
Madrona K-8, 1121 33rd Ave., Seattle
6:30-8:30 p.m.

6

H-1B WORKSHOP WITH THE IMMIGRATION LAWYER
Startup Hall, 1100 NE Campus Pkwy, Seattle
4-5 p.m.

7

MARCH FORUM: IMPACTFUL WOMEN OF KING COUNTY WITH ANEELAH AFZALI, TERESA MOSQUEDA, AND CLAUDIA BALDUCCI
Atlas Workbase, 500 Mercer St., Seattle
7-9 p.m.

9

CELEBRATE THE RELEASE OF "RISING SON," A US SOLDIER'S SECRET AND HEROIC ROLE IN WORLD WAR II
Kinokuniya, 525 S. Weller St., Seattle
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Bainbridge Island Japanese American Exclusion Memorial, 4192 Eagle Harbor Dr. N.E., Brainbridge Island
10 a.m.-2 p.m.

AAPI PERSPECTIVES ON THE AMP: AIDS MEMORIAL PATHWAY
Wing Luke Museum, 719 S. King St., Seattle
1-3 p.m.

10

JAPANESE FOLK TALES PERFORMED BY LORI WHALEY
Kinokuniya, 525 S. Weller St., Seattle
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Dynasty Room, 714 S. King St., Seattle
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14-17

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Central Library, 1000 Fourth Ave. Level 4, Seattle
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10:15 a.m.-12:15 p.m. on Saturdays
spl.org

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HISTORY CAFE: UNTOLD STORIES FROM THE CHINESE EXCLUSION ACT
Museum of History and Industry, 860 Terry Ave. N., Seattle
6:30-8 p.m.

View the solution on page 14

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	7							
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northwest asianweekly

ASSUNTA NG
Publisher
assunta@nwasianweekly.com

JOHN LIU
Associate Publisher
john@nwasianweekly.com

RUTH BAYANG
Editor
editor@nwasianweekly.com

HAN BUI
Layout & Web Editor
han@nwasianweekly.com

Account Executives

REBECCA IP
rebecca@nwasianweekly.com

KELLY LIAO
kelly@nwasianweekly.com

JOHN LIU
john@nwasianweekly.com

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表爾威校車安裝攝像頭月餘 攝錄 107 宗違章超車

（本報訊）表爾威（Bellevue）校區自今年 1 月在校車上安裝監控攝像頭後，到如今僅月餘便攝錄 107 例違章超車案例。

相關部門負責人表示，在攝錄系統投入使用之前校區方面已經發出通知，提醒民眾違章將被罰款。但 1 個月後便出現 100 餘起違章，這一結果頗令人震驚。事實上在 1 月 7 日正式開始實施罰款措施前，校區方面從去年 12 月便已開始了該項目的測試，對違章駕駛人提出口頭警告而非直接罰款，以此作為過渡。

目前表爾威校區共有 27 輛校車裝有攝像頭，而當校車側方的 STOP 停車標牌伸出後，違規超車被攝錄的車輛將收到來自金都法院的罰單，罰單金額為 $419。

相關法律規定，當校車停車標牌伸出時，若路面為雙向單車道，則雙向車輛均需停車。若雙向車道共計超過 3 條，則與校車相同方向車輛需要停車。若雙向車道路中間存在以黃線隔離的轉彎車道，或者帶有隔離帶車道，則與校車相同方向的車輛需停車。目前包括西雅圖及表爾威在內，共計有 6 個學區校車配有攝錄裝備，當局提醒民眾自覺遵守相關法規，避免收到高額罰單。

立法機關擬新規：更新車標籤需出示保險證明

（上接第 1 版）萬美元的財產責任險。如未曾購買保險，則必須向州府出示存款或債券證明，必須總額達到 6 萬美元。

未購買保險的駕駛人，一旦出現交通事故，則面臨 $550 的罰款。若事故中未持保險駕駛人為責任方，則有可能暫時取消駕駛資格。

目前此項法案已送達委員會，並將於 3 月 4 日進行公眾聽審。

林武德羅德奧旅館計劃 開放給無家可歸學生家庭

（本報訊）在過去數年中，位於林武德市（Lynnwood）的羅德奧旅館（Rodeo Inn）幾乎如同舊時的美國西部賣荒地一般，毒品、犯罪及嫖娼在這個小汽車旅館內可謂常客。

近日，林武德市長尼古拉．史密斯（Nicola Smith）表示，這所旅館臭名昭著的歷史可能即將改頭換面，進入一個新時期。她表示，在包括林武德市在內的愛德蒙茲（Edmonds）校區，共計有超過 550 名學生無家可歸。市府方面對於這一情況十分關注，希望為這些無固定住所的學生提供解決方案。

史密斯表示，將借用 510 萬美元資金，重新翻修羅德奧旅館，提供給校區內無家可歸學生及其家人臨時居住，直到他們找到永久住所。

25 日，林武德市議會通過了一項信用額度為 510 萬美元的債券發行令，希望以此融資購買羅德奧旅館。市府預計將在 3 月底完成收購。

新法案計劃移除列寧銅像 尋找特色替代品

（上接第 1 版）該工作小組將致力於「研究並就替代列寧銅像的歷史人物提出建議，令該雕像更具有華州代表性」。法案中稱「立法機關在嚴謹且客觀的審核後發現，弗拉基米爾．列寧並不能達到在西雅圖設立銅像，以代表華州最高榮譽人物的標準」。

關於列寧銅像的由來則十分複雜。它最早是由保加利亞雕塑家 Emil Venkov 受捷克斯洛伐克共產黨委託製作而成，他的初衷是將列寧描繪成一個暴力革命者的形象，而大多數對列寧的敘述卻多偏重於將他形容成一個學者，他希望與此形成鮮明對比。

這座銅像在 1993 年被帶入美國，然而銅像的主人卻還未曾為其找到合適的安放地點便匆匆過世了。銅像被保存在一個信託公司等待買家，隨後便一直被放在弗萊蒙特街角整整 24 年。

此次法案中，該工作小組將由華州考古及歷史保存部門主任、西雅圖市長杜爾肯（Jenny Durkan）、華州歷史學會主任、由州長英斯利（Jay Inslee）推選的 4 名公眾代表以及州立法機關成員。

賀明律師事務所
HG HERMANN LAW GROUP
第六十八年為各界人士社團服務

專辦索償
◆車禍意外 ◆行人受傷 ◆滑倒跌傷
◆被狗咬傷 ◆人體受傷-傷亡
◆自行車摩托車車禍 ◆航空災難
不獲賠償 絕不收費
移民 婚姻糾紛 遺囑 刑事案件
精通：國、粵、台山、韓、英語

西雅圖華埠辦事處
505 5th Ave. S, Suite 330
Seattle, WA 98104
Tel: (206) 625-9104
Fax: (206) 457-4203

塔可瑪辦事處
1535 Tacoma Ave. S.
Tacoma, WA 98402
Tel: (253) 627-8142
Fax: (253) 627-1835

華人代表
李紅彥 Holly Li
手提: (206) 369-8373
華語專線: (206) 457-4202
傳真：206-457-4203
Holly@hlg.lawyer

合理貸款公司
RELIANCE Mortgage, Inc.
Lo Inc. DBA Reliance Mortgage
License in Oregon, Washington, and California State.
各類貸款方案，選擇多，利息低
＊電腦連線作業，預先核准只需45分鐘。
＊24小時日夜服務，通曉英、國、粵、印尼、韓、閩、馬來、台山話、越、日語。
經理：盧順祥 Hank Lo 傳呼 #(206) 949-4562 Lic # MLO-69642

貸款專員：
Phool Sain Lum 林佩慶 Lic # MLO-49455 425-891-6292
Jie Li 李潔雅 Lic # MLO-111955 206-355-7498
Jingyun Liu 劉琳蘊 Lic # MLO-111458 206-890-6845
Julie Kao 高蓮君 Lic # MLO-104676 425-829-1688
Tammy Liu 劉天琪 Lic # MLO-99337 425-765-9877
Wei Wei 魏 惟 Lic # MLO-100615 425-269-7638
Raymond Tsai 蔡福文 Lic # MLO-129318 206-604-0332

1008 140th Ave NE, #101, Bellevue, WA 98005
(425)-451-8889 www.reliancemortgage.net
Consumer Lender Lic # CL-85455

West Seattle and Ballard
新 轻轨 扩展
請提供您的建議:
wsblink.participate.online
SOUNDTRANSIT

Postcard

Front

Back

wsblink.participate.online

Give us your input by March 18 on:

- Route and station alternatives.
- Topics to study in the environmental impact statement.
- Project purpose and need.

Comment online, in person, via mail or by phone

Free, family friendly events: West Seattle, Feb. 27 // Ballard, Feb. 28 // Downtown, March 7

Online: wsblink.participate.online // **Email:** wsbscopingcomments@soundtransit.org //
Voicemail: 833-972-2666

Mail: West Seattle and Ballard Link Extensions, c/o Lauren Swift,
Sound Transit, 401 S. Jackson St., Seattle, WA 98104

***The 30-day environmental scoping comment period ends March 18.** This is an opportunity for the public to provide comments and feedback on the project alternatives before the Sound Transit Board identifies a preferred alternative and other alternatives to study in an Environmental Impact Statement during the next phase of project development.

To request accommodations for persons with disabilities, information in alternate formats such as braille or large print, or to request an interpreter, contact project staff 48 hours in advance of public meetings at (206) 903-7229/TTY Relay: 711 or email wsblink@soundtransit.org.

Para información acerca del proyecto llame al: 1-800-823-9230. // 要瞭解項目資訊，請致電：1-800-823-9230.
ስለ ፕሮጀክቱ ጥሪ መረጃ ለማግኘት: 1-800-823-9230. // Để biết thông tin về dự án, hãy gọi: 1-800-823-9230.

CS 19612 / FEBRUARY 2019 / 10K / Printed on recycled paper

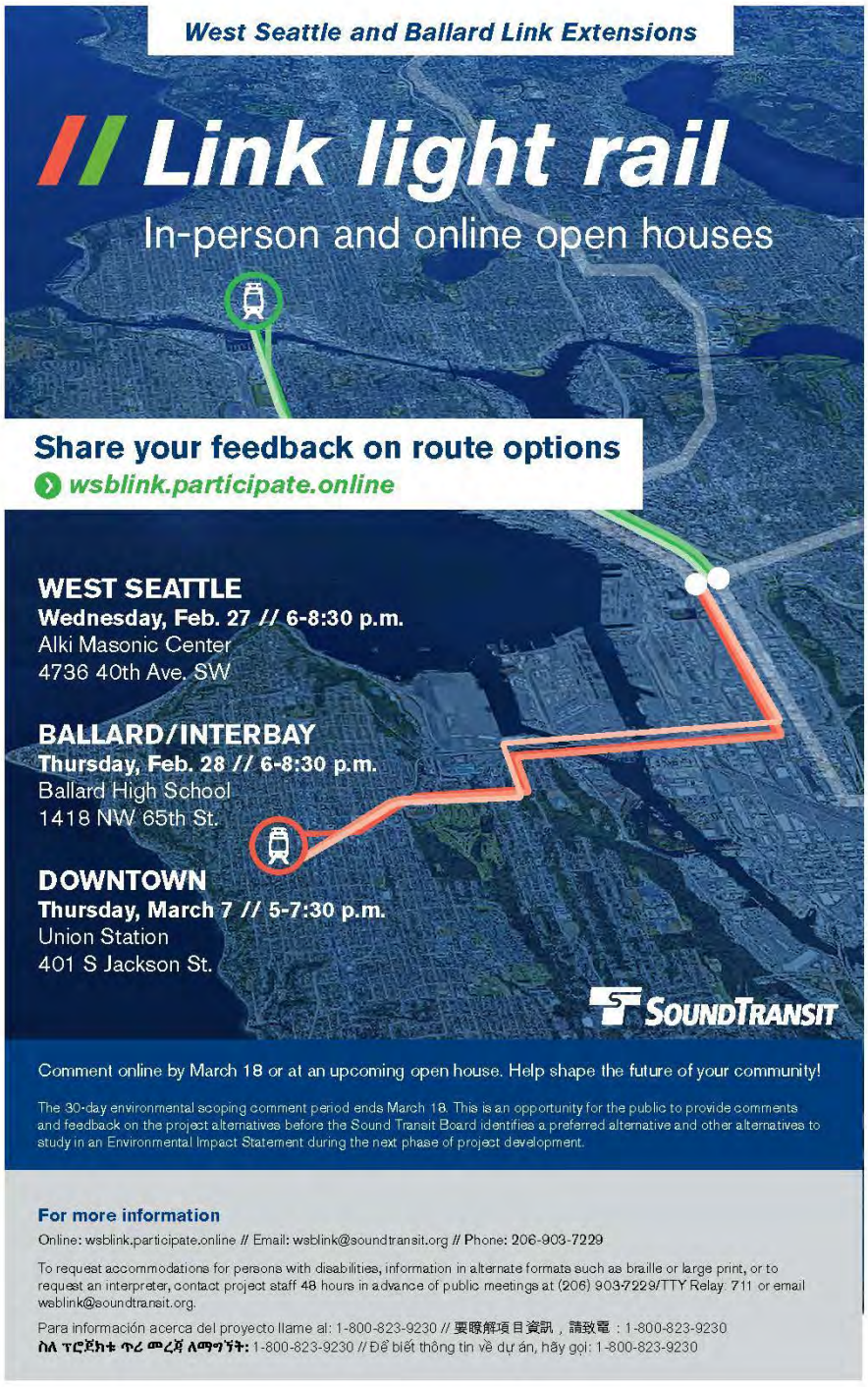
SOUNDTRANSIT
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Get project updates
soundtransit.org/subscribe

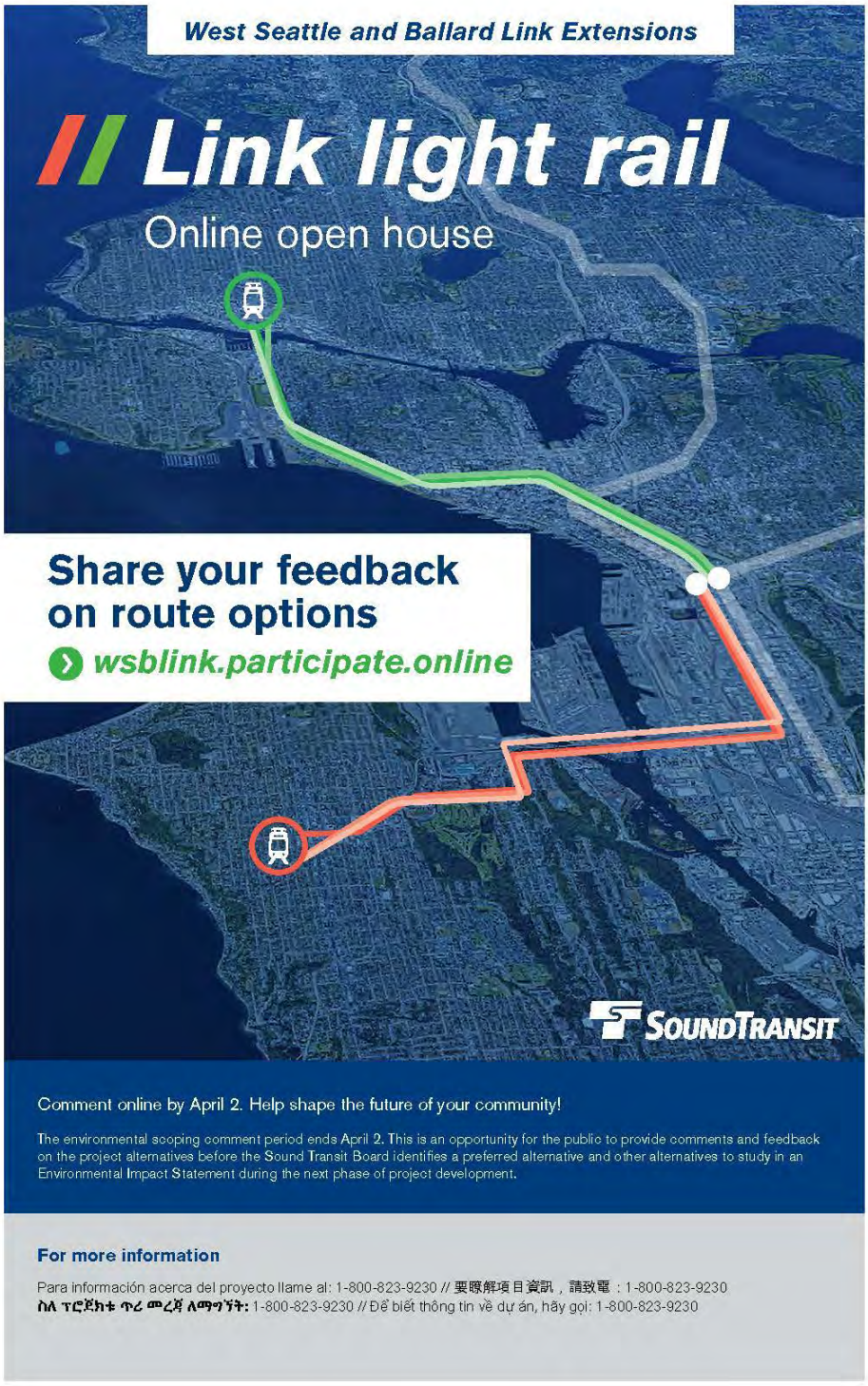
PRESORTED
STANDARD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 1801

Posters

Scoping poster



Extended comment period scoping poster



Photos of posted posters

The below photos are not inclusive of all of the poster posting locations

Link light rail
In-person and online open houses
Share your feedback on route options
WEST SEATTLE
BALLARD/INTERBAY
DOWNTOWN
SoundTransit

Link light rail
In-person and online open houses
JOIN US
THUR
FEB 21
AMIT

WELCOME TO YOUR
BALLARD
STARBUCKS
BECOME A READING PARTNER
Make a lifelong impact on a child who struggles with reading.
VOLUNTEER NOW
HUNGER
FOOD FROM THIS STORE SUPPORTS
FOOD LIFELINE
TEEN ACTION FAIR
IT STARTS WITH YOUTH
Link light rail
In-person and online open houses
Share your feedback on route options
WEST SEATTLE
BALLARD/INTERBAY
DOWNTOWN
SoundTransit
BALLARD HUB
1740 NW MARKET STREET & 1741 NW 56TH STREET
HISTORIC SEATTLE
Programs
Winter / Spring 2019
We're Historic Seattle and we this place!
historicseattle.org
FOR STONY LIMITS CANNOT HOLD LOVE OUT
ROMEO + JULIET
BY WILLIAM SHAKESPEARE

// Link light rail
PUSH FOR SIGNAL

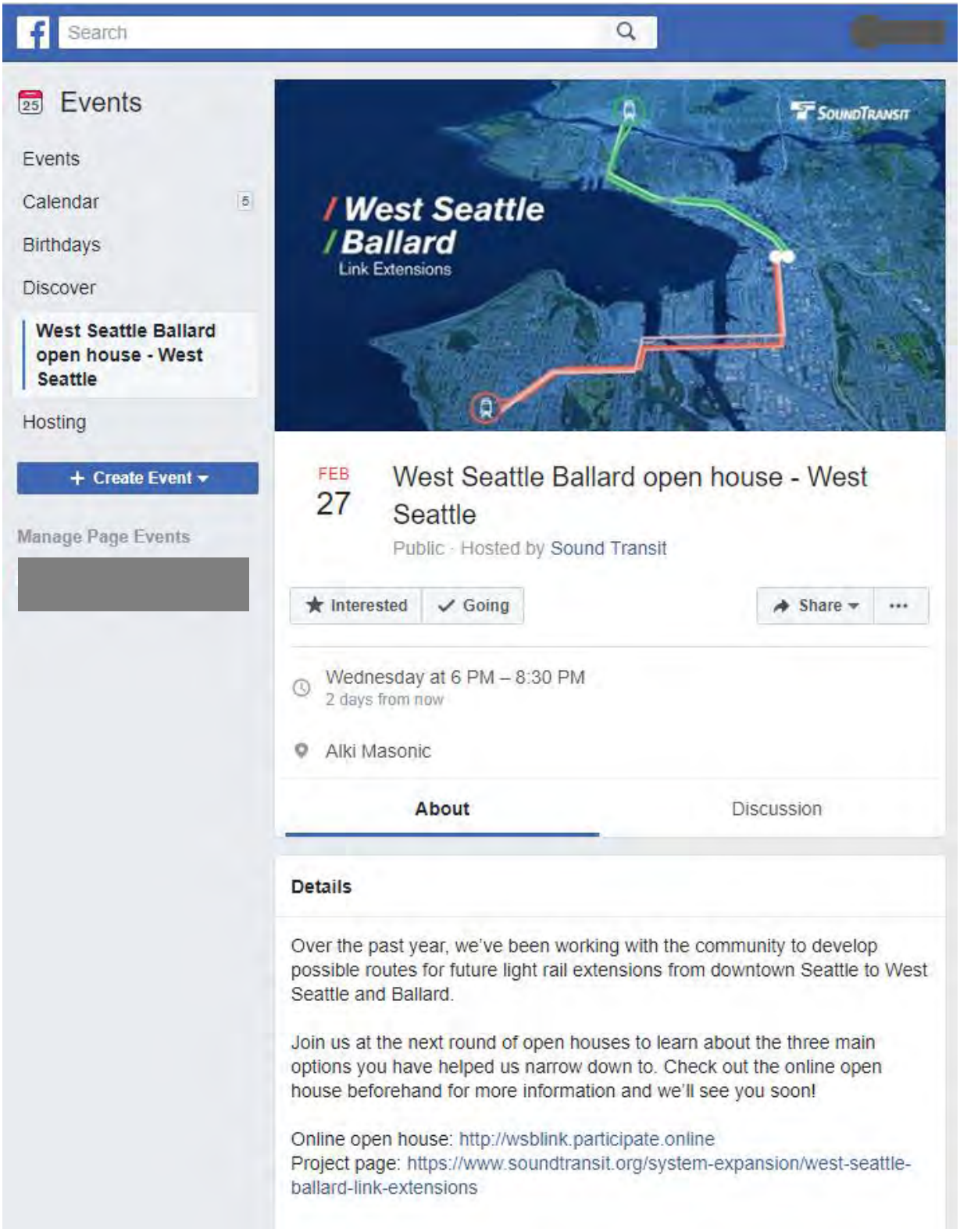
// Link light rail
In-person and online open houses
Share your feedback on route options

Link light rail
In-person and online open houses
Share your feedback on route options
WEST SEATTLE
BALLARD/INTERBAY
DOWNTOWN
SOUNDTRANSIT
BEDLAM COFFEE PRESENTS
2231 2ND AVE SEA,WA

BANANA BREAD
organic banana cake topped with brown sugar
Mighty-O donuts
GREENLAKE
BALLARD
CAPITOL HILL
DENNY TRIANGLE
2ND & MADISON
You're invited to a cozy evening of Musical Spanish Flair
Link light rail
In-person and online open houses
Share your feedback on route options
WEST SEATTLE
BALLARD/INTERBAY
DOWNTOWN
SOUNDTRANSIT
PARENT UNIVERSITY
SATURDAY, APRIL 27, 2019
8:30 A.M. TO 2:30 P.M.
Register now: bush.edu/parentu
WE BELIEVE
BLACK LIVES MATTER
WOMEN'S RIGHTS ARE HUMAN RIGHTS
NO HUMAN IS ILLEGAL
SCIENCE IS REAL water is life
In Religious Freedom
LOVE IS LOVE
For the LOVE of Pollinators
February 18, 2019
5:30pm - 8:30pm

Social Media Notifications

Facebook event postings



Search

Events

- Events
- Calendar 5
- Birthdays
- Discover
- **West Seattle Ballard open house - Ballard**
- Hosting

+ Create Event

Manage Page Events

FEB
28

West Seattle Ballard open house - Ballard

Public · Hosted by Sound Transit

★ Interested | ✓ Going | Share | ···

Thursday at 6 PM – 8:30 PM
3 days from now · 28–45°F Snow Showers

Ballard High School (Seattle, Washington)
1418 NW 65th St, Seattle, Washington 98117 — Show Map

About | Discussion

Details

Over the past year, we've been working with the community to develop possible routes for future light rail extensions from downtown Seattle to West Seattle and Ballard.

Join us at the next round of open houses to learn about the three main options you have helped us narrow down to. Check out the online open house beforehand for more information and we'll see you soon!

Online open house: http://wsblink.participate.online
Project page: https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions

Search

Events

Events

Calendar

Birthdays

Discover

West Seattle Ballard open house - Downtown

Hosting

+ Create Event

Manage Page Events

MAR
7

West Seattle Ballard open house - Downtown

Public · Hosted by Sound Transit

★ Interested | ✓ Going | Share | ···

Thursday, March 7, 2019 at 5 PM – 7:30 PM
Next Week

Union Station (Seattle)
401 S Jackson St, Seattle, Washington 98104
Show Map

About | Discussion

0 Going · 30 Interested

Suggested Friends

Invite

Invite

Invite

Share

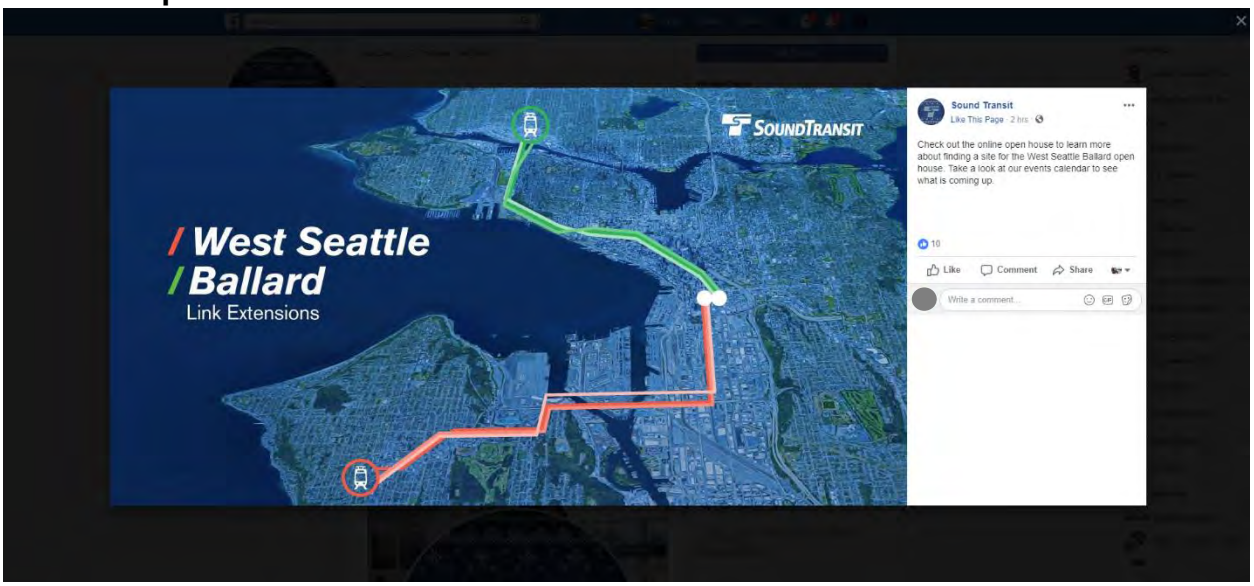
Details

Sound Transit is planning light rail in your neighborhood. Join us and provide input on route and station alternatives, Topics to study in the environment impact statement, project purpose and need.

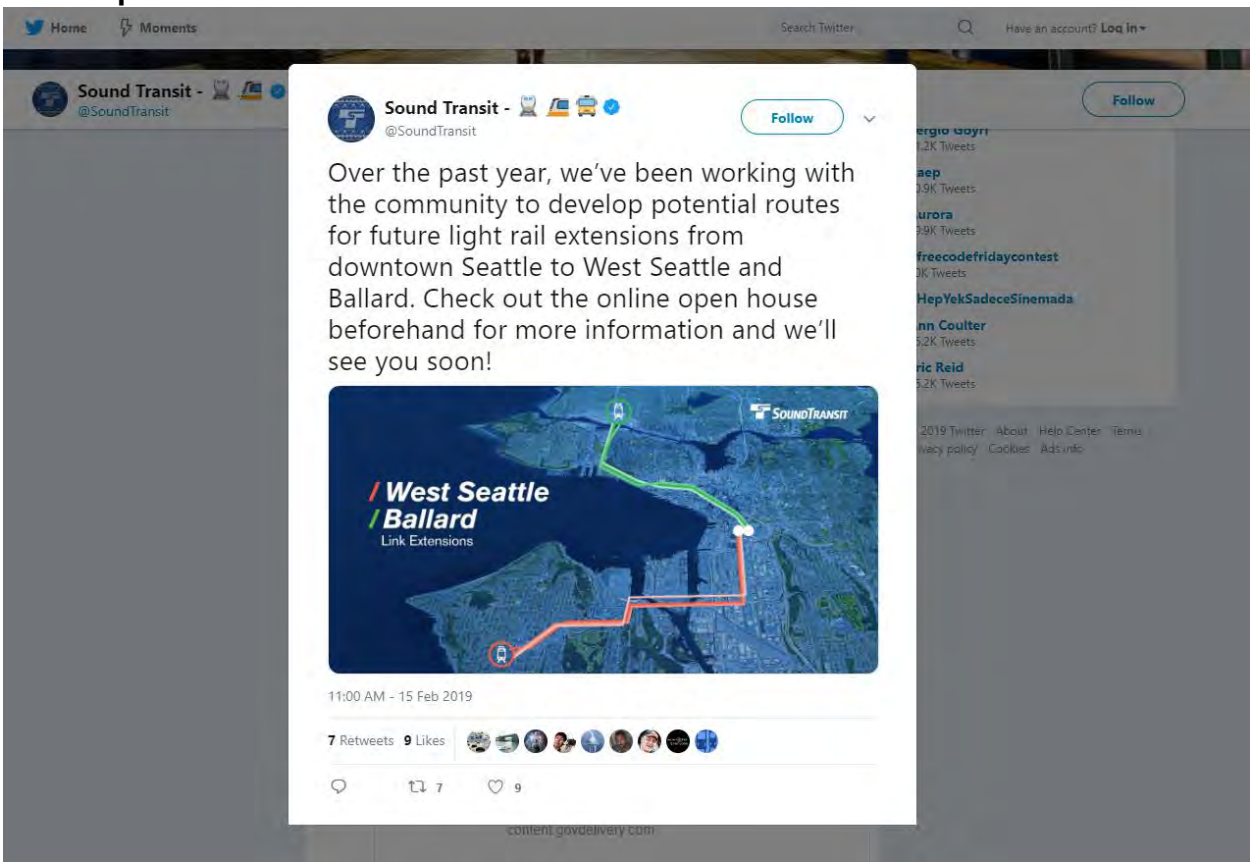
Comment online, in person, via email or by phone
Online: wsblink.participate.online
Email: wsbscopingcomments@soundtransit.org
Voicemail: 833-972-2666

February 15

Facebook post

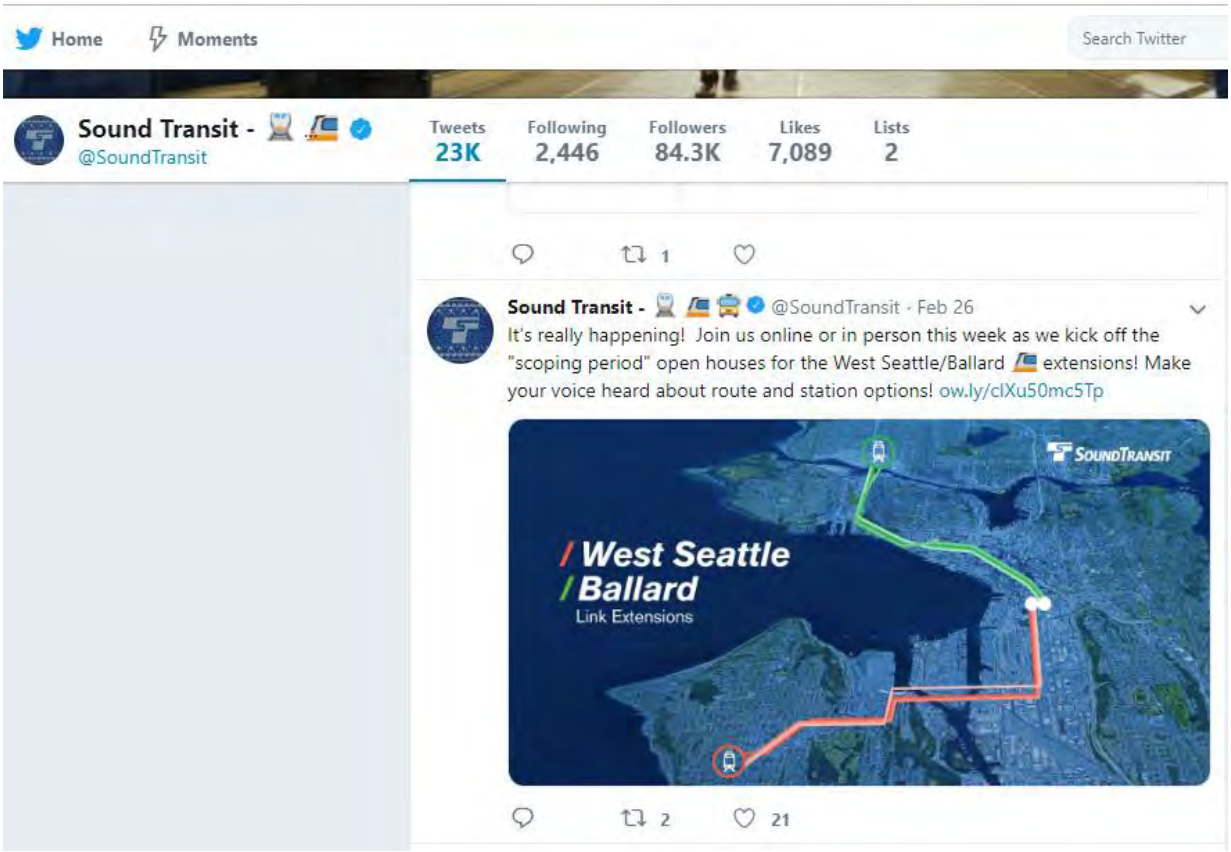


Twitter post

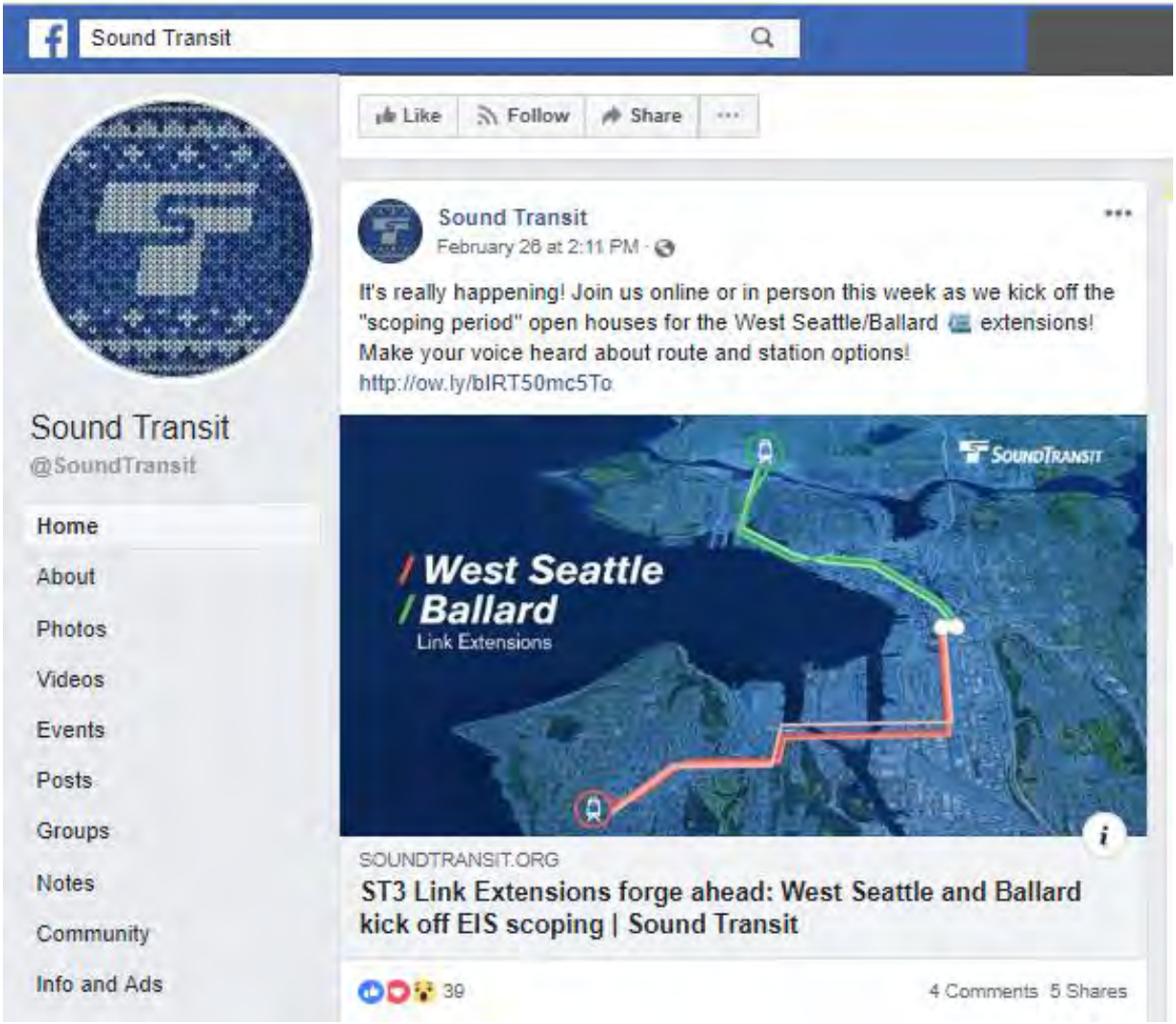


February 26

Twitter post

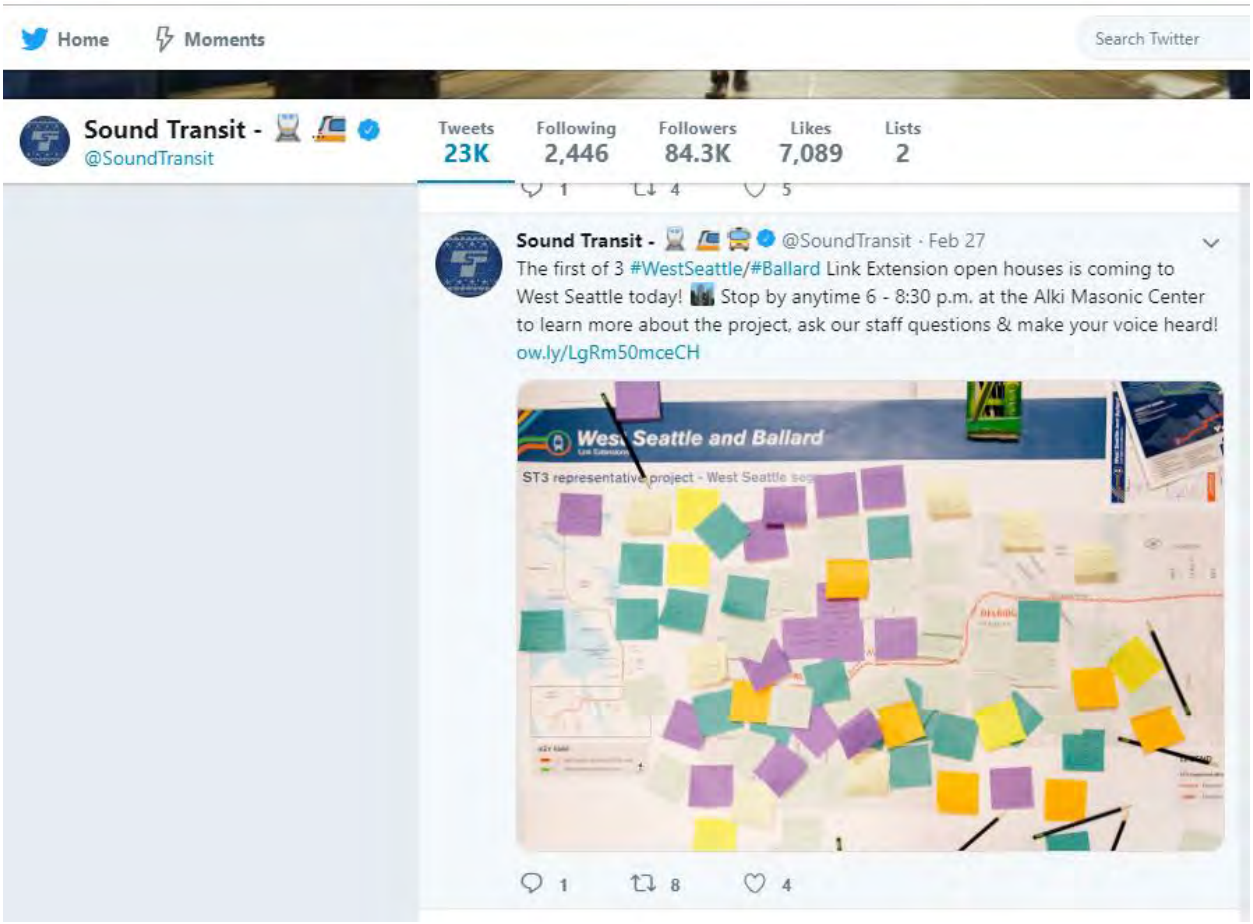


Facebook post



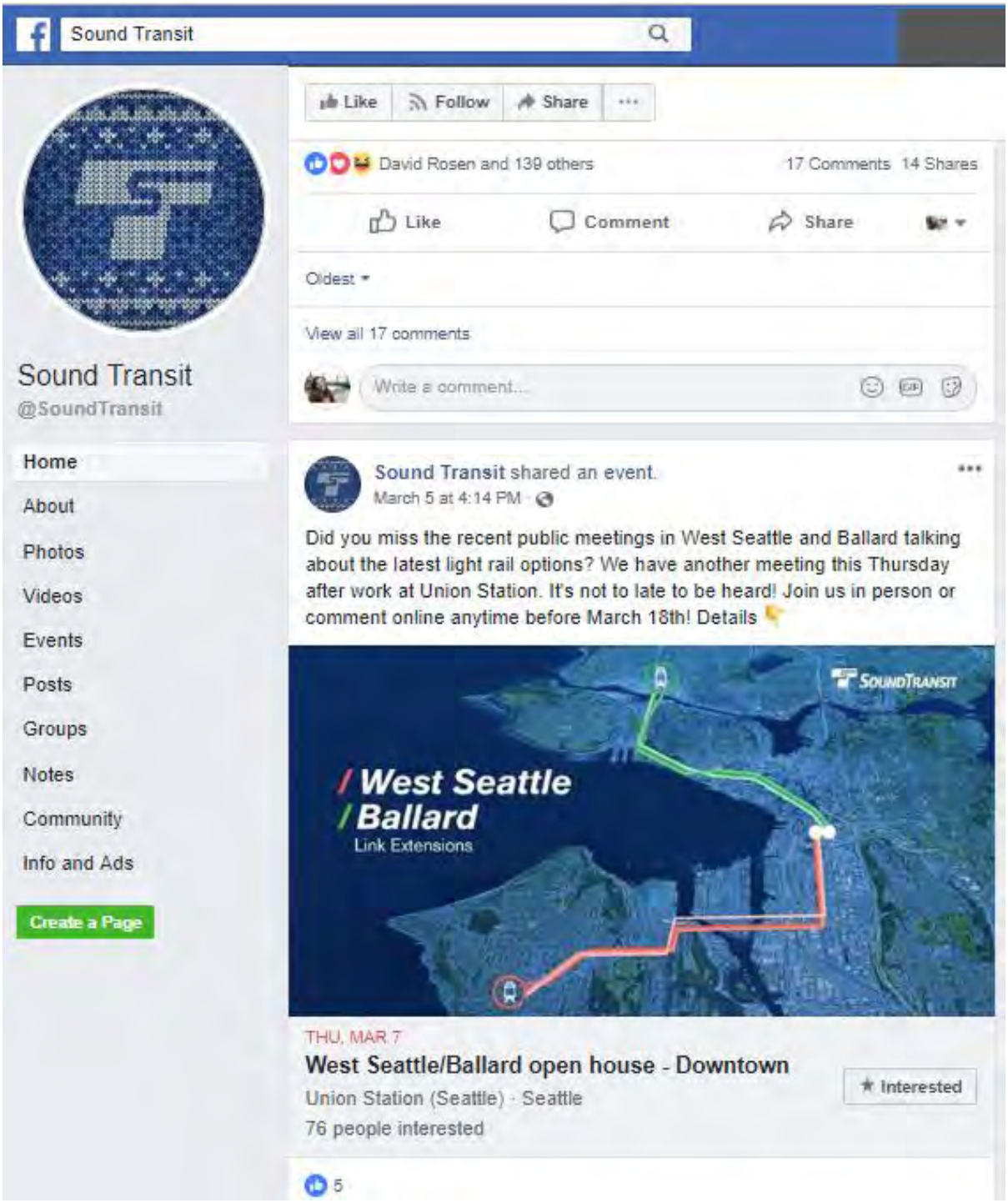
February 27

Twitter post



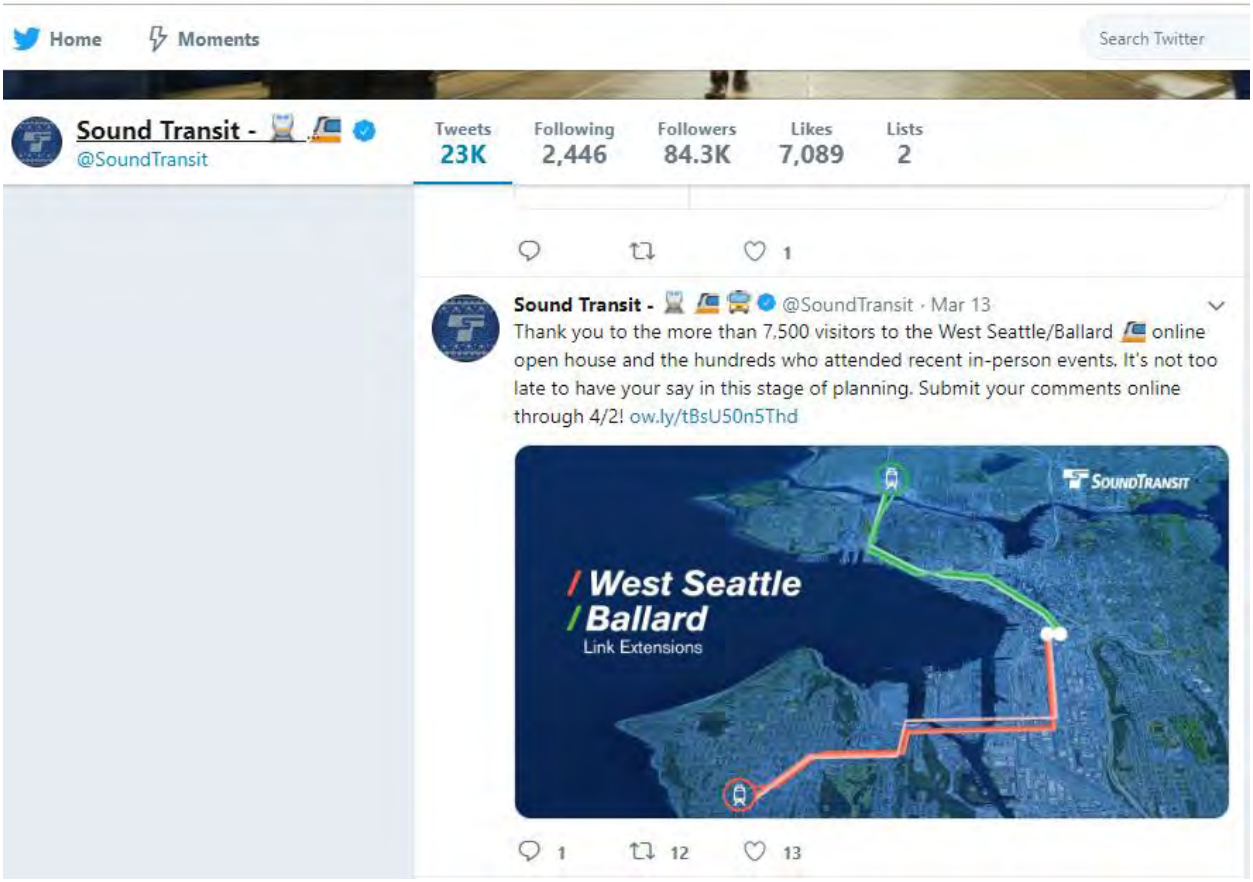
March 5

Facebook post



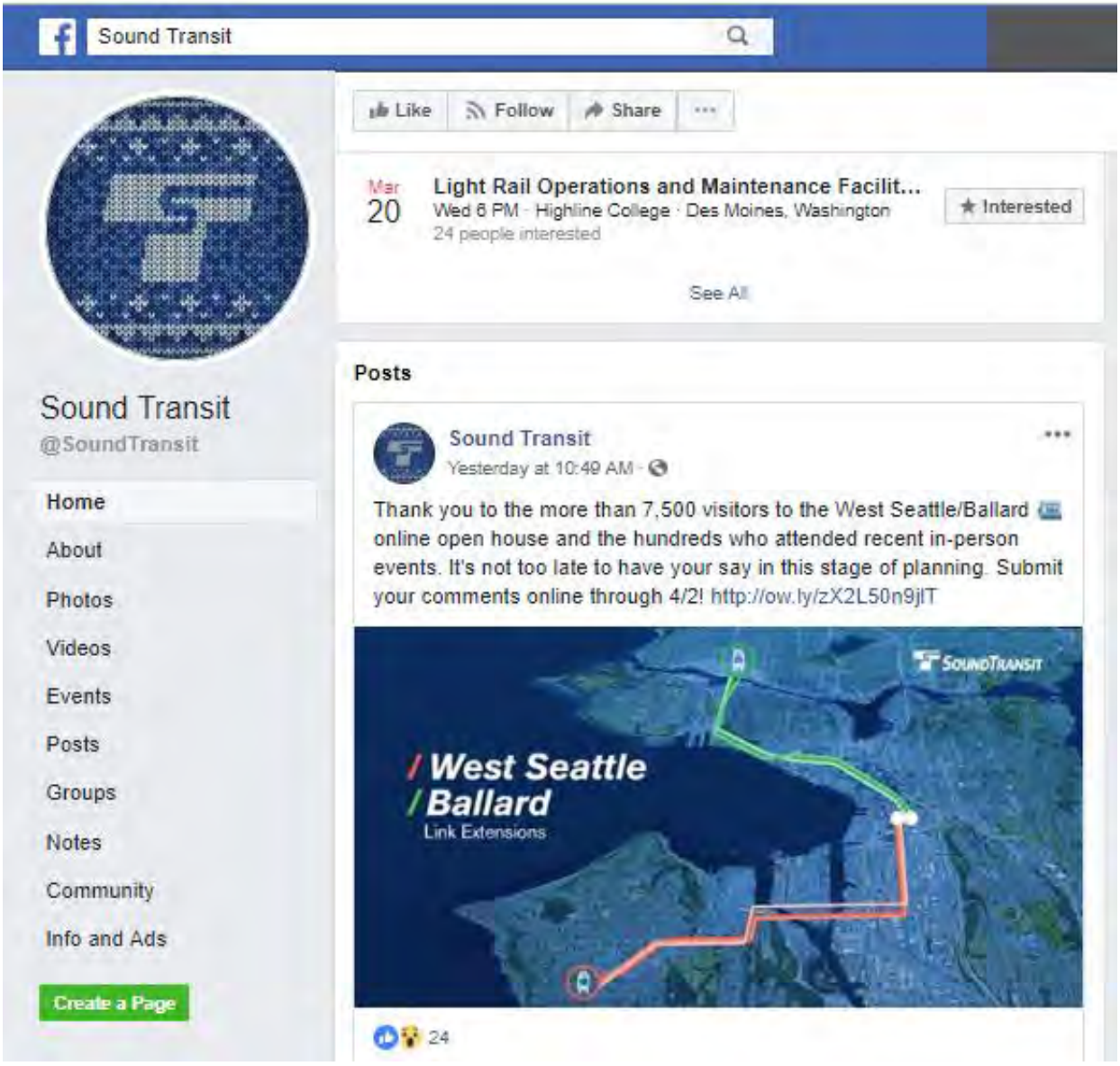
March 13

Twitter post



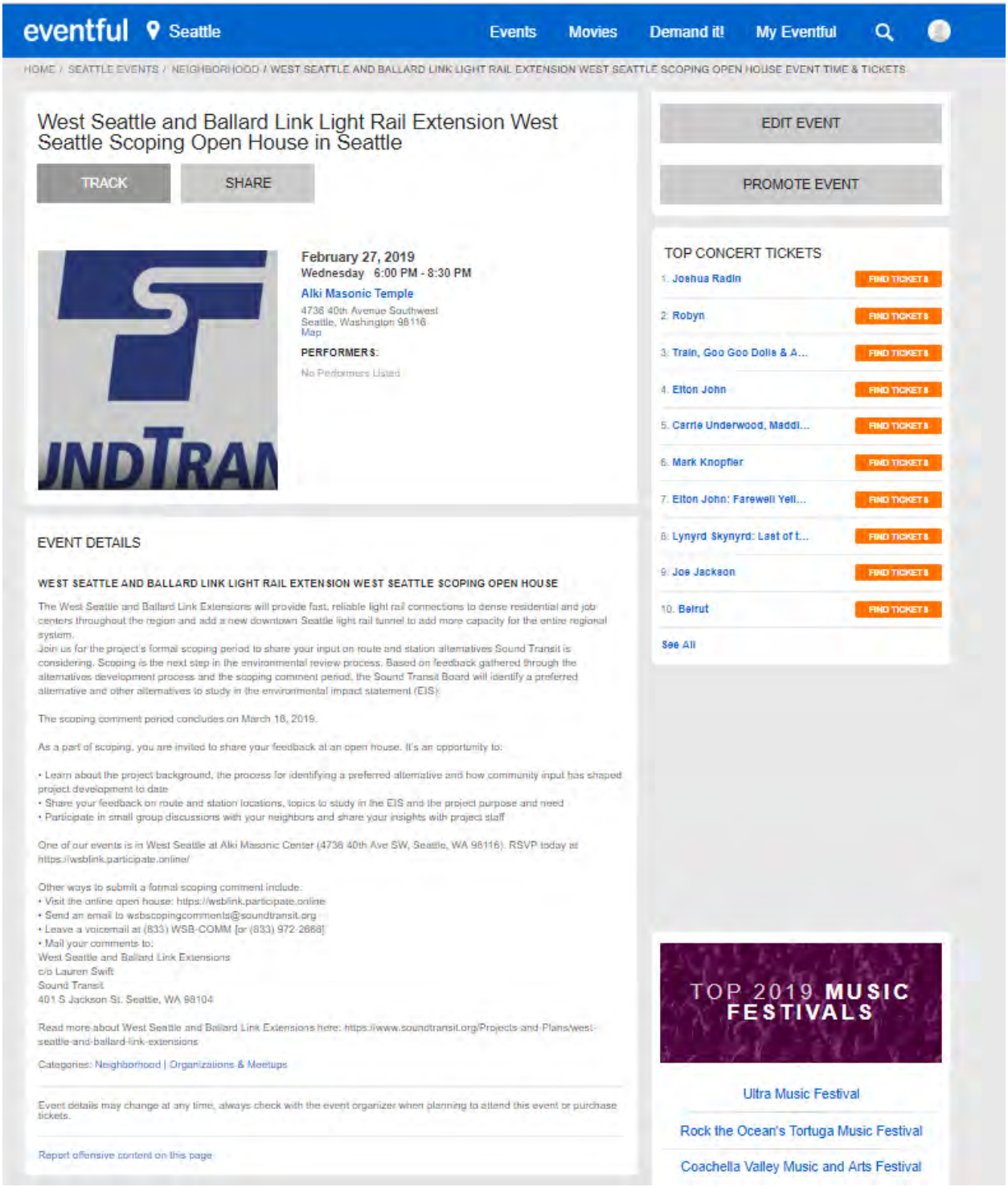
March 14

Facebook post



Community Calendar and Blog Posting Screenshots

West Seattle Scoping Open House: February 27, 2019



West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

FEBRUARY 27

Alki Masonic Center , Seattle
February 27, 2019

Categories: Community Events, Lectures/Community, Misc.

Event Details

February 27, 2019
6:00 pm - 8:30 pm
Free

Venue

Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116
wsblink@soundtransit.org
https://wsblink.participate.online/

Event Description

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is in West Seattle at Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116). RSVP today at https://wsblink.participate.online/ Other ways to submit a formal scoping comment include: • Visit the online open house: https://wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

EVENT PRESENTED BY:

Sound Transit
https://wsblink.participate.online/

WSB Link West Seattle Scoping Open House

6:00 PM | Wednesday Feb 27, 2019 Edit event

GET INFO PROMOTE EVENT

The
West Seattle and Ballard Link Extensions will provide fast, reliable light rail
connections to dense residential and job centers throughout the region and add
a new downtown Seattle light rail tunnel to add more capacity for the entire
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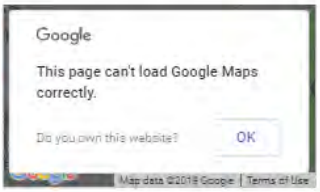
- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to:
  West
  Seattle and Ballard Link Extensions

  c/o
  Lauren Swift

  Sound
  Transit

  401
  S Jackson St. Seattle, WA 98104

Price: Free



Alki Masonic Center ›
4736 40th Ave SW
Seattle, WA 98116
directions › **street view** ›

West Seattle and Ballard Link Extensions: Scoping Online Open House ›

GET YOUR FREE EVENT LISTING

Submit Events

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Help

Public Outreach and Engagement Calendar

Other City Calendars

Event Calendar

Table | List | Description | Month | Map

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

WEDNESDAY, FEBRUARY 27, 2019, 6 – 8:30PM

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.
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RSVP today at wsblink.participate.online

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- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to:

West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org.

Location: Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116

Event type: Master Submission Form Template

Neighborhoods: Alki/Admiral, Arbor Heights, Citywide, Delridge/North Delridge, Duwamish/SODO, Fauntleroy/Morgan Junction/Seaview, Georgetown, High Point, Highland Park, Riverview, Roxhill/Westwood/White Center, South of Seattle, South Park, West of Seattle, West Seattle Junction/Genesee Hill

Event Types: Community, Neighborhood Meetings, Public Forum, Transportation

Audience: All

Sponsoring Organization: Sound Transit

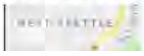
Contact: Andrea Burnett 206-903-7229

Contact Email: wsblink@soundtransit.org

Pre-Register: No

Cost: 0

More Info on the Web: wsblink.participate.online



February 2019

S	M	T	W	T	F	S
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	1	2
3	4	5	6	7	8	9

Keywords

Location

within 10 miles of

Examples: 98104, Seattle City Hall or 600 4th Ave, Seattle

Audience
Adults
All
Children
Family
Pets
Senior
Special Needs
Select: All, None

Neighborhoods
Alki/Admiral
Arbor Heights
Ballard
Beacon Hill
Belltown
Broadview/Bitter Lake
Capitol Hill
Select: All, None

Calendar Categories
All SDCI Public Events & Meetings
SDCI Public Meetings
Animal Shelter
Arts and Culture
Boards & Commissions
Design Commission
Economic Development
Select: All, None

Event Types
Arts
Boards & Commissions
Boating
Business/Trade
City Council Meeting
Community
Comedy
Select: All, None

Post your event to The Seattle Globalist calendar »

« All Events

This event has passed.

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

February 27 @ 6:00 pm - 8:30 pm Free

SOUNDTRANSIT

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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- Leave a voicemail at (833) WSB-COMM (or (833) 972-2666)
- Mail your comments to:

West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

+ GOOGLE CALENDAR + ICAL EXPORT

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

View Edit

Submitted by abelyaev on Fri, 02/15/2019 - 7:01pm
in transit

Event Date: Wednesday, February 27, 2019 - 6:00pm - 8:30pm

Event Location:
Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116
United States
See map: Google Maps

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to:

West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard...

Location

Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116
United States
See map: Google Maps
Bookmark this Calendar

Tags in Events

Community Energy Environment food green Greendrinks networking Renewable Energy Seattle Sustainability sustainable Workshop
more tags

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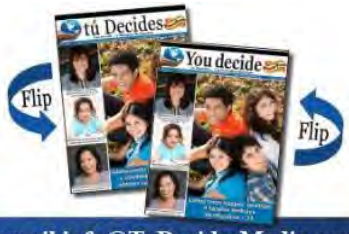

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Show all events

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

WHEN	Wednesday, February 27, 2019, 6 - 8:30pm
WHERE	Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116)
REGION/LOCATION	Western Washington
SUMMARY	The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is in West Seattle at Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116). RSVP today at wsblink.participate.online Other ways to submit a formal scoping comment include: • Visit the online open house: wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org...
LINK	wsblink.participate.online

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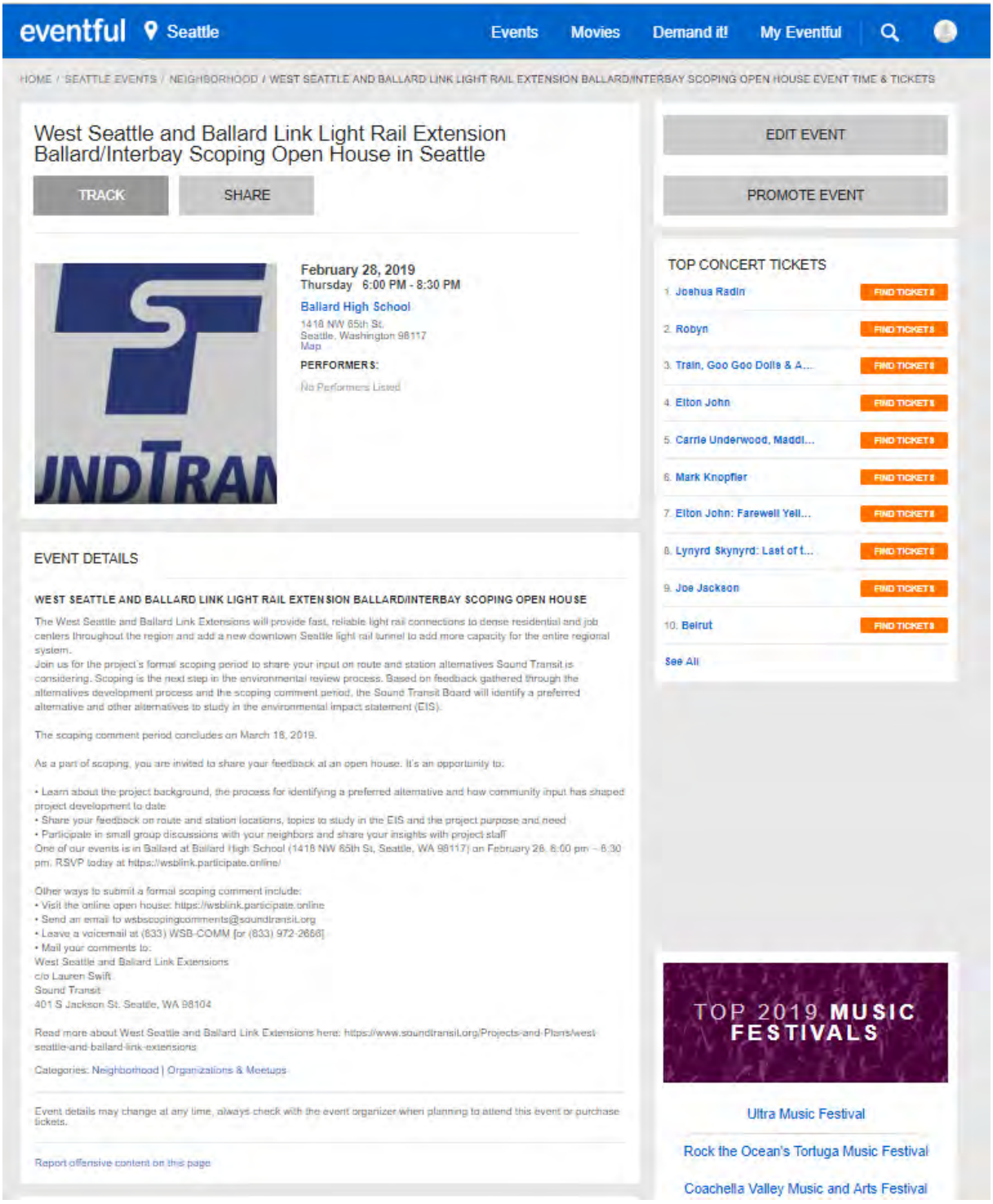
WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION WEST SEATTLE SCOPING OPEN HOUSE

SOUNDTRANSIT

When	Wednesday, February 27, 2019, 6 – 8:30pm
Where	Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116)
WHO	Sound Transit
Audience for this event	Anyone interested in being a part of the conversation. This event will target: West Seattle (Includes Delridge, Avalon and Alaska Junction stations)
Event Size	200
Is this a nonprofit event?	Yes
About	The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is in West Seattle at Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116). RSVP today at wsblink.participate.online Other ways to submit a formal scoping comment include: • Visit the online open house: wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org...
Website	wsblink.participate.online

Ballard/ Interbay Scoping Open House: February 28, 2019



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HOME / SEATTLE EVENTS / NEIGHBORHOOD / WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION BALLARD/INTERBAY SCOPING OPEN HOUSE EVENT TIME & TICKETS

West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House in Seattle

TRACK SHARE

EDIT EVENT

PROMOTE EVENT

February 28, 2019
Thursday 6:00 PM - 8:30 PM

Ballard High School
1418 NW 65th St,
Seattle, Washington 98117
Map

PERFORMERS:

No Performers Listed

EVENT DETAILS

WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION BALLARD/INTERBAY SCOPING OPEN HOUSE

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.
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Categories: Neighborhood | Organizations & Meetups

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2. Robyn FIND TICKETS
3. Train, Goo Goo Dolls & A... FIND TICKETS
4. Elton John FIND TICKETS
5. Carrie Underwood, Maddi... FIND TICKETS
6. Mark Knopfler FIND TICKETS
7. Elton John: Farewell Yell... FIND TICKETS
8. Lynyrd Skynyrd: Last of t... FIND TICKETS
9. Joe Jackson FIND TICKETS
10. Beirut FIND TICKETS

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TOP 2019 MUSIC FESTIVALS

Ultra Music Festival

Rock the Ocean's Tortuga Music Festival

Coachella Valley Music and Arts Festival

West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

FEBRUARY 28

Ballard High School , Seattle
February 28, 2019

Categories: Community Events, Lectures/Community, Misc.

Event Details

February 28, 2019
6:00 pm - 8:30 pm
Free

Get Tickets

Venue

Ballard High School
1418 NW 65th St
Seattle, WA 98117
(206) 903-7229
wsblink@soundtransit.org
https://wsblink.participate.online/

Event Description

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is in West Seattle at Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116). RSVP today at https://wsblink.participate.online/ Other ways to submit a formal scoping comment include: • Visit the online open house: https://wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

EVENT PRESENTED BY:

Sound Transit
(206) 903-7229
wsblink@soundtransit.org
https://wsblink.participate.online/

WSB Link Ballard/Interbay Scoping Open House

6:00 PM | Thursday Feb 28, 2019 Edit event

GET INFO PROMOTE EVENT

The
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- Mail your comments to:
West
Seattle and Ballard Link Extensions

c/o
Lauren Swift

Sound
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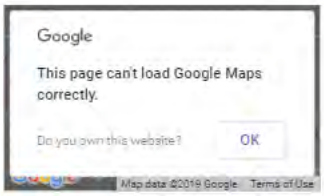
401
S Jackson St. Seattle, WA 98104

Read
more about West Seattle and Ballard Link Extensions here:
https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

Price: Free



Ballard High School >
1418 NW 65th St.
Seattle, WA 98117
directions > **street view** >

West Seattle and Ballard Link Extensions: Scoping Online Open House >

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Event Calendar

Table List Description Month Map

West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

THURSDAY, FEBRUARY 28, 2019, 6 – 8:30PM

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West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org.

Location: Ballard High School
1418 NW 65th St
Seattle, WA 98117

Event type: Master Submission Form Template

Neighborhoods: Ballard, Fremont, Green Lake, Greenwood/Phinney Ridge, Interbay, Magnolia, North of Seattle, Queen Anne, Wallingford

Event Types: Community, Neighborhood Meetings, Public Forum, Transportation

Audience: All

Sponsoring Organization: Sound Transit

Contact: Andrea Burnett

Contact Phone: 2069037229

Contact Email: wsblink@soundtransit.org

Pre-Register: No

Cost: 0

More Info on the Web: wsblink.participate.online

February 2019

S	M	T	W	T	F	S
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	1	2
3	4	5	6	7	8	9

Keywords

Location

within 15 miles of

Examples: 98104, Seattle City Hall or 600 4th Ave, Seattle

Audience
Adults
All
Children
Family
Pets
Senior
Special Needs
Select: All, None

Neighborhoods
Alki/Admiral
Arbor Heights
Ballard
Beacon Hill
Belltown
Broadview/Bitter Lake
Capitol Hill
Select: All, None

Calendar Categories
All SDCI Public Events & Meetings
SDCI Public Meetings
Animal Shelter
Arts and Culture
Boards & Commissions
Design Commission
Economic Development
Select: All, None

Event Types
Arts
Boards & Commissions
Boating
Business/Trade
City Council Meeting
Community
Dance
Select: All, None

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This event has passed.

West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

February 28 @ 6:00 pm - 8:30 pm Free

SOUNDTRANSIT

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

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West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

Community Event *West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House* has been created.

View Edit

Submitted by abelyaev on Fri, 02/15/2019 - 7:07pm
in transit

Event Date: Thursday, February 28, 2019 - 6:00pm - 8:30pm

Event Location:
Ballard High School
1418 NW 65th St
Seattle, WA 98117
United States
See map: Google Maps

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.
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Sound Transit
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Location

Ballard High School
1418 NW 65th St
Seattle, WA 98117
United States
See map: Google Maps
Bookmark this Calendar

Tags in Events

Community Energy Environment food green Greendrinks networking Renewable Energy Seattle Sustainability sustainable Workshop
more tags

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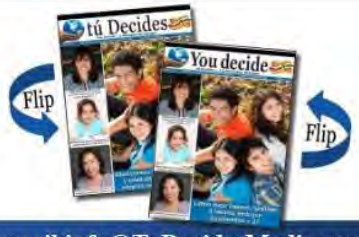

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West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

WHEN	Thursday, February 28, 2019, 6 – 8:30pm
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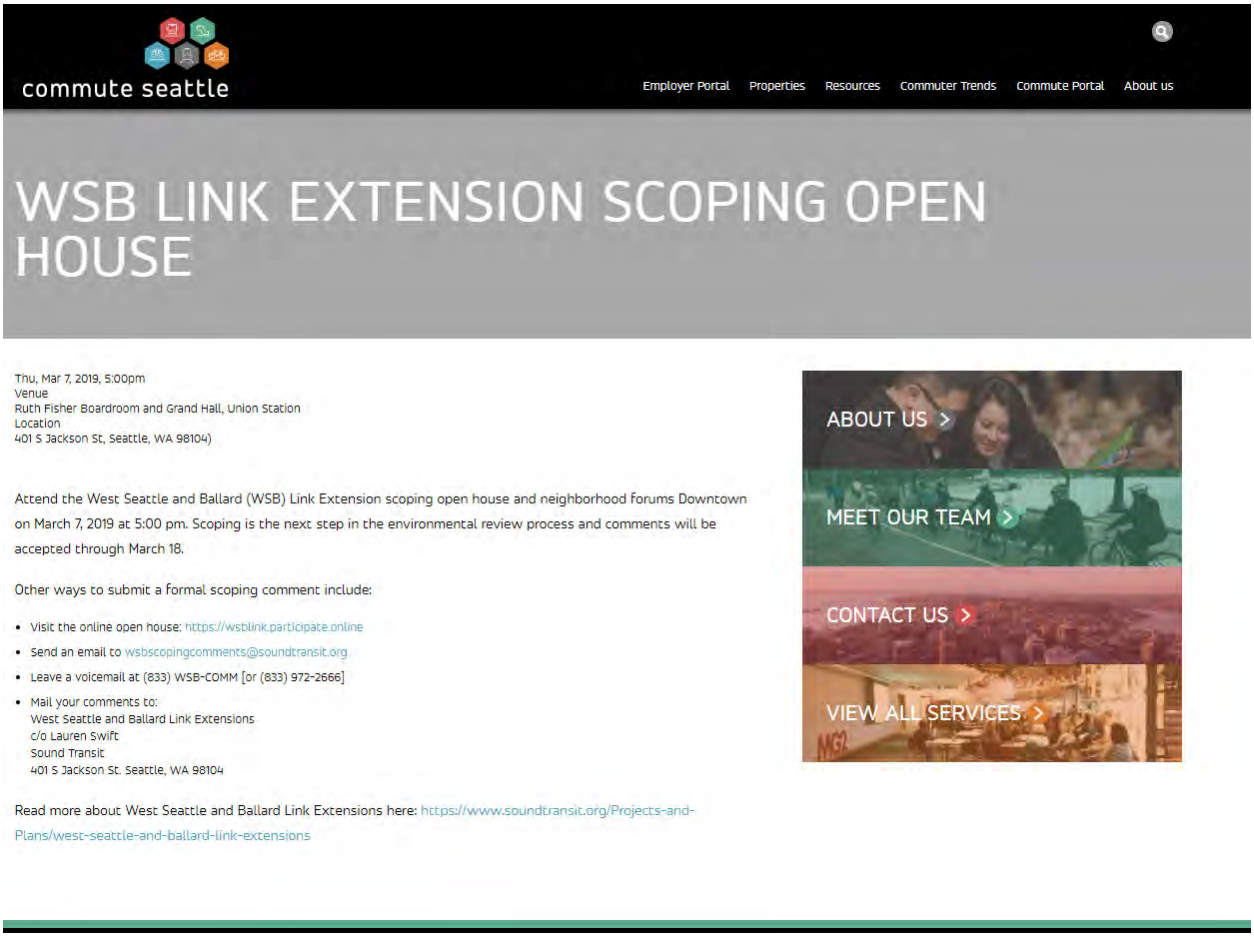
LINK	wsblink.participate.online

Downtown Scoping Open House: March 7, 2019



West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House in Seattle

TRACK SHARE

EDIT EVENT

PROMOTE EVENT

March 7, 2019
Thursday 5:00 PM - 7:30 PM

Union Station, Ruth Fisher Boardroom
401 S. Jackson St., Seattle
Seattle, Washington 98104
Map

PERFORMERS:

No Performers Listed

EVENT DETAILS

WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION DOWNTOWN SCOPING OPEN HOUSE

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One of our events is Downtown at Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104) on March 7, 5:00 pm – 7:30 pm. RSVP today at https://wsblink.participate.online!

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Categories: Neighborhood | Organizations & Meetups

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2.	Robyn	FIND TICKETS
3.	Train, Goo Goo Dolls & A...	FIND TICKETS
4.	Elton John	FIND TICKETS
5.	Carrie Underwood, Maddi...	FIND TICKETS
6.	Mark Knopfler	FIND TICKETS
7.	Elton John: Farewell Yell...	FIND TICKETS
8.	Lynyrd Skynyrd: Last of t...	FIND TICKETS
9.	Joe Jackson	FIND TICKETS
10.	Beirut	FIND TICKETS

See All

TOP 2019 MUSIC FESTIVALS

Ultra Music Festival

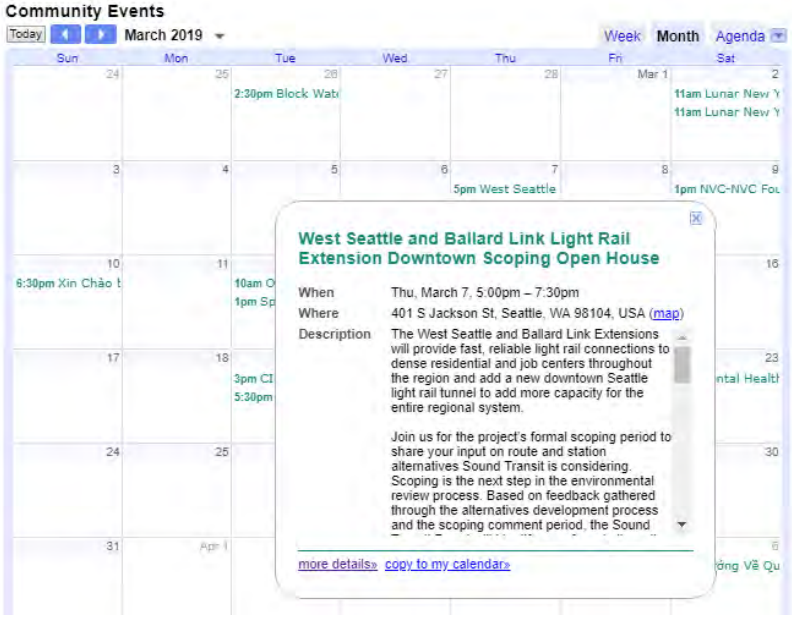
Rock the Ocean's Tortuga Music Festival

Coachella Valley Music and Arts Festival

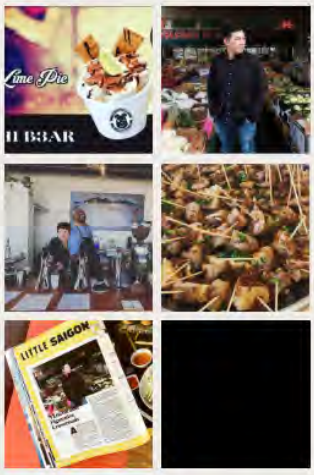
NEWS & EVENTS

Learn more about what's happening in and around the neighborhood! Special events and news are updated here bi-weekly.

Community Events



Instagram



West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

MARCH 7

Ruth Fisher Boardroom and Grand Hall, Union Station, Seattle
March 7, 2019

Categories: Community Events, Lectures/Community, Misc.

Event Details

March 7, 2019
5:00 pm - 7:30 pm
Free

Get Tickets

Venue

Ruth Fisher Boardroom and Grand Hall,
Union Station
401 S. Jackson St., Seattle
Seattle, WA 98104
(206) 903-7229
wsblink@soundtransit.org
https://wsblink.participate.online/

Event Description

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is Downtown at Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104) on March 7, 5:00 pm – 7:30 pm. RSVP today at https://wsblink.participate.online/ Other ways to submit a formal scoping comment include: • Visit the online open house: https://wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

EVENT PRESENTED BY:

Sound Transit
(206) 903-7229
wsblink@soundtransit.org
https://wsblink.participate.online/

WSB Link Downtown Scoping Open House

5:00 PM | Thursday Mar 7, 2019 Edit event

GET INFO PROMOTE EVENT

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West Seattle and Ballard Link Extensions will provide fast, reliable light rail
connections to dense residential and job centers throughout the region and add
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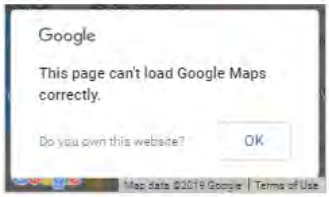
WSB-COMM [or (833) 972-2666]
- Mail your comments to:
West
Seattle and Ballard Link Extensions

c/o
Lauren Swift

Sound
Transit

401
S Jackson St. Seattle, WA 98104

Price: Free



Union Station, Ruth Fisher Boardroom >
401 S. Jackson St., Seattle
Seattle, WA 98104
directions > **street view** >

West Seattle and Ballard Link Extensions: Scoping Online Open House >

GET YOUR FREE EVENT LISTING

Submit Events

Policy and Disclaimer

Help

Public Outreach and Engagement Calendar

Other City Calendars

Event Calendar

Table List Description Month Map

West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

THURSDAY, MARCH 7, 2019, 5 – 7:30PM

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• Mail your comments to:
West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org. .

Location: Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
Seattle, WA 98104

Event type: Master Submission Form Template

Neighborhoods: Belltown, Cascade/Eastlake/South Lake Union, Chinatown-International District, Citywide, Downtown Commercial Core, Duwamish/SODO, First Hill, Pioneer Square, Uptown

Event Types: Community, Neighborhood Meetings, Public Forum, Transportation

Audience: All

Sponsoring Organization: Sound Transit

Contact: Andrea Burnett

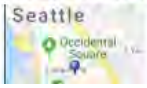
Contact Phone: 2069037229

Contact Email: wsblink@soundtransit.org

Pre-Register: No

Cost: 0

More Info on the Web: wsblink.participate.online



March 2019

Keywords

Location

within 10 miles of

Examples: 98104, Seattle City Hall or 600 4th Ave, Seattle

Audience
Adults
All
Children
Family
Pets
Senior
Special Needs
Select: All, None

Neighborhoods
Alki/Admiral
Arbor Heights
Ballard
Beacon Hill
Belltown
Broadview/Bitter Lake
Capitol Hill
Select: All, None

Calendar Categories
All SDCI Public Events & Meetings
SDCI Public Meetings
Animal Shelter
Arts and Culture
Boards & Commissions
Design Commission
Economic Development
Select: All, None

Event Types
Arts
Boards & Commissions
Boating
Business/Trade
City Council Meeting
Community
Dance
Select: All, None

Post your event to The Seattle Globalist calendar »

« All Events

This event has passed.

West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

March 7 @ 5:00 pm - 7:30 pm Free

SOUNDTRANSIT

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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- Mail your comments to:

West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

+ GOOGLE CALENDAR + ICAL EXPORT

West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

Community Event *West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House* has been created.

View Edit

Submitted by abelyaev on Fri, 02/15/2019 - 7:10pm
in transit

Event Date: Thursday, March 7, 2019 - 5:00pm - 7:30pm

Event Location:
Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
Seattle, WA 98104
United States
See map: Google Maps

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Location

Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
Seattle, WA 98104
United States
See map: Google Maps
Bookmark this Calendar

Tags in Events

Community Energy Environment food green Greendrinks networking Renewable Energy Seattle Sustainability sustainable Workshop
more tags

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SEATTLE NETWORKING GUIDE

Meet the right people.

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Check out these Seattle networking and community events! Discover networking, community leadership, volunteer and civic engagement opportunities that match your professional, social and civic interests. More Seattle Event Calendars

SEARCH EVENTS

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POST EVENT

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WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION DOWNTOWN SCOPING OPEN HOUSE

SOUNDTRANSIT

When	Thursday, March 7, 2019, 5 – 7:30pm
Where	Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104)
WHO	Sound Transit
Audience for this event	Anyone interested in being a part of the conversation. This event will target: Downtown (Includes Seattle Center, South Lake Union, Denny, Westlake, Midtown, Chinatown-International District, Stadium and SODO stations)
Event Size	200
Is this a nonprofit event?	Yes
About	Attend the West Seattle and Ballard Link Extension scoping open house and neighborhood forums Downtown on March 7, 2019 at 5:00 pm. Scoping is the next step in the environmental review process and comments will be accepted through March 18. Visit our online open house at wsblink.participate.online to RSVP.
Website	wsblink.participate.online

West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

Share:

Name: West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

Date: March 7, 2019

Time: 5:00 PM - 7:30 PM PST

Website: More Info

Event Description:
The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is Downtown at Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104) on March 7, 5:00 pm – 7:30 pm. RSVP today at https://wsblink.participate.online/ Other ways to submit a formal scoping comment include: • Visit the online open house: https://wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions

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Location:
Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
Seattle, WA 98104

Date/Time Information:
Thursday, March 7
5:00 pm – 7:30 pm

Contact Information:
Sound Transit/Andrea Burnett, 206-903-7229 (general phone),
Send an Email

Fees/Admission:
$0/free

Set a Reminder:

Enter your email address below to receive a reminder message.

Enter Email Address

-- Select Days Before Event --

Go

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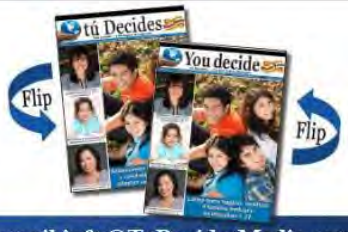

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West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

WHEN	Thursday, March 7, 2019, 5 – 7:30pm
WHERE	Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104)
REGION/LOCATION	Western Washington
SUMMARY	The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to: • Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date • Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need • Participate in small group discussions with your neighbors and share your insights with project staff One of our events is Downtown at Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104) on March 7, 5:00 pm – 7:30 pm. RSVP today at wsblink.participate.online Other ways to submit a formal scoping comment include: • Visit the online open house: wsblink.participate.online • Send an email to wsbscopingcomments@soundtransit.org • Leave a voicemail at (833) WSB-COMM [or (833) 972-2666] • Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104 Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org...
LINK	wsblink.participate.online

February 25, 2019

THIS WEEK AND NEXT

Big Band Dinner Dance Details

March 1st is the 7th annual Music Department Big Band Dinner Dance. This is a fun evening of music, dancing, raffles, and food (prepared by Raya Klein and other culinary students). Music is provided by both WSHS Jazz Ensembles, the WSHS Orchestra, and the West Seattle Big Band. Proceeds benefit the music program and help us provide travel scholarships, coaching, and to purchase new instruments as our program grows. If you are interested in tickets, they are available online. Tickets are $25 online, $30 at the door. Student tickets are $10 at the door only. The event begins at 5:45pm.

Advanced Learning Parent Information Night for Class of 2023

This meeting was victim of our recent snowmageddon. Principal Vance will be working to reschedule this event.
West Seattle High School will be hosting a meeting to share and discuss the upcoming transition of the Seattle School's Highly Capable Cohort (HCC) into West Seattle High School. This will include the overall District and WSHS vision for High School HCC/Advanced Learning programming and changes associated with providing equitable access to advanced coursework while preparing all students for future success. The agenda will include a presentation and time for questions and answers. The target audience will be current 8th grade families, however, the meeting is open to all. In order to provide as much information as possible and to focus on what is relevant to you, please use send questions you would like answered at the meeting.

SAT Exam Testing Schedule - March 6

The SAT will be administered to all Juniors at WSHS on **Wednesday, 3 March 6**. Students must check in at 8am and be seated in their assigned seat by 8:40. Test administration begins at 8:45. (Reading 65 minutes, Writing 35, Math no calculation 23, Math with calculator 55, Essay 50) and ends at 1:50. Students are allowed to bring a clear water bottle and snacks but must label them and leave them at the back of the gym. Students should dress in layers as the temperature is hard to control in the gym. Students must bring #2 pencils and a calculator. Students may not bring mobile phones, wearable technology, blankets or backpacks. Students will not be allowed into the testing site with their mobile phones - no exceptions.

Assistive Technology Workshop - Mar 7

Parents of IEP students, students, IEP case managers and 504 coordinators are invited to a Special Education Parent Ed workshop being held on **March 7th from 5:30 - 7pm at WSHS**. This workshop is being led by the SPS Assistive Technology team and will provide an overview including AT solutions and services, the request process and inclusion in an IEP. The event is sponsored by the WSHS PTSA and the Seattle Special Ed PTA. For more information and to RSVP, contact asdoli@seattleschools.org . Translations services are available with a RSVP.

ANNOUNCEMENTS

Running Start Info Session Scheduled

Students will have the opportunity to attend an info session about the SPS Running Start program on **March 20** during Advisory (10:09-11:02). Parents may also attend. Running Start is a recognized course of study offered by community colleges and available to high school students who have earned sufficient credits to obtain at least 11th grade standing. The program provides high school students the opportunity to enroll in college-level courses for credit, with free or reduced tuition, while earning high school credit at the same time for up to six quarters. South Seattle College will likely hold an onsite session in the future. Stand by for details as we receive them. In the meantime, learn more about the SSC program.

West Seattle>Ballard Link Light Rail Input Requested

Seattle Sound Transit is seeking input on the future West Seattle to Ballard Link Light Rail extension. Take the online survey or attend the open house event this Wednesday, February 27th from 6-8:30pm at the Aki Masonic Hall, 4736 40th Avenue, SW. The line is planned to open in 2030. Provide your input and help shape the future!

Save your Safeway Monopoly Pieces

If you don't play the Safeway game, please consider collecting the pieces and donating them to our Special Education department. Please drop pieces off in the school office. Your help is appreciated!

Athletics Update

Congratulations to **Mighty Glonet** for placing 6th in the WIAA 3A state wrestling tournament in the 182 weight class!

Congratulations to **Tate Ingraham** for placing 12th at the WIAA 3A state swim and dive championships in the 100 yd free with a new school record of 48.51!!

The **Boys and Girls Basketball teams** both took 3rd place in the SeaKing District Tournament and played the Regional tournament this weekend. The Boys team lost to Eastside Catholic but this was not a loser-out game so they are on to the state tournament on Wednesday at the Tacomadome. They will play Capital HS. Congrats to our lady Wildcats for topping Meadowdale in a buzzer-beater. They advance to the state tournament and will play Arlington HS on Wednesday as well. Spring sports begin today!

Health Alert: Measles Case

There is currently one confirmed case of measles reported in King County. We do not currently have any cases of measles in Seattle Public Schools. Please monitor your child for signs of measles (fever, diarrhea, coughing, runny nose, red and watery eyes, tiredness with a rash that begins on the face and spreads to the entire body). See King County's Measles Fact Sheet for more information in multiple languages. **The best protection against measles for yourself and your children is the MMR vaccine.** The MMR vaccine is available from your healthcare provider, and for SPS enrolled students at one of our 25 school-based health center sites.

Teens, Tech & Sexuality - Parent Ed Night, Mar 27

Talking to your kid about tech and sexuality is hard! Words like "Media", "Privacy", "Safety", "Porn" and even "Sex" have different meanings than they did a generation ago. Come learn from Jo Langford's two decades of experience working with Livewire to give you the information you need to connect with your child/ren and help them make informed decisions and have the tools to go at sexuality, growing up with technology and relationships with a sense of confidence and seriousness - having fun along the way, while doing as little harm to themselves and their peers as possible. This event will be held on **March 27 at 7pm** in the school Library. Please mark your calendar!

Attention: AP Exam Schedule

The 2019 AP Exam schedule has been made available. Support your student and make sure they are rested and prepared. All tests must be paid for online by **Monday, March 4 at 4pm**. Each exam costs $102 and financial assistance is available (contact Amy Doll for information). Free and Reduced Lunch students pay only $15. To register, go online with your student as they will need to answer questions. You will need to pay the fee when you register.

- US Gov/Politics - May 6 - 8am
- Environmental Science - May 6, 12pm
- Physics - May 7, 12pm
- English Lit - May 8, 8am
- US History - May 10, 8am
- Computer Science Principles - May 10, 12pm
- Biology - May 13 8am
- Calculus - May 14, 8am
- English - May 15, 8am
- World History - May 16, 8am
- Statistics - May 16, 12pm
- Computer Science - May 17, 12pm

Dates are set by College Boards and there are no exceptions to the registration timeline. All exams take place at WSHS, late arrivals will not be admitted to the exams. Students should plan on arriving 15 minutes before start times.

Winter Ball Postponed Until March 22

Students are invited to the annual Winter Ball which will be held on **Friday, March 23** in the Commons from **8 to 11PM**. The theme is *"New York, New York"* and the dance is semi-formal. Tickets are $25 or $20 with an ASB sticker and will be sold the week of the dance during lunch. Guest passes are due March 20. Ticket price includes light snacks and drinks and unlimited pictures at the picture booth. Parents interested in chaperoning should contact Ms. Ferda at saferda@seattleschools.org .

Upcoming Parent Education Nights

Our PTA is planning several informative events in the coming months. Stay tuned for more information but in the mean time, mark your calendars for the following parent education nights. Thanks to our wonderful PTSA for organizing these events! All events start at **7pm** and will be held in the school Library.

- Apr 24 - Restorative Justice at WSHS

Yearbook Details

The **Kintah** is the WSHS yearbook. This is a great way to preserve those precious high school memories. There are 500 yearbooks available, first come, first serve. The cost of the year book is $55. Purchase one for your student today on Schoolpay. Stay tuned for announcements for Senior picture deadlines, baby picture deadlines and send any contentappropriate for the yearbook to the Kintah editors at wshsyb42019@gmail.com .

STUDENT ACTIVITIES AND OPPORTUNITIES

KEXP Youth Resonance Board

Youth Resonance is a Youth Advisory Board of KEXP whose purpose is to contribute youth input to KEXP. The mission of Youth Resonance is to serve the youth music and arts community as well as the KEXP youth community. We aim to promote youth-centered and-inclusive programming, events and opportunities at KEXP as well as to create and support youth-governed platforms where youth voices are amplified. The Youth Resonance act in the planning and execution of KEXP youth-centric events, create innovative techniques to promote the music scene to other youths and meet with/promote young musicians in the Greater Seattle Area. Learn more and apply on their website.

Seattle Public Library Essay Scholarship Competition

Seattle high school seniors and college undergraduates are invited to enter the 7th annual essay scholarship competition created by The Seattle Public Library Foundation to honor civic leader Stimson Bullitt. Essays exploring civic courage may be submitted online now through **March 15, 2019**. Three scholarships will be awarded: the author of the winning essay will receive $5,000, and the authors of the two second-place essays will each receive $2,500. For more information and full contest rules, visit the scholarship competition website or call the Library Foundation at 206-386-4130.

Summer Leadership Internship Opportunity

Camp Invention is a one-week STEM and 21st century, k-6 enrichment program that is led by local teachers. Camp Invention will be offered **July 8-12, 2019** at both Arbor Heights Elementary in West Seattle and Hazel Wolf STEM K-8 School in North Seattle, **9am - 3:30pm**. Camp Invention offers a high school volunteer internship where students can earn 40 honor service hours for participating in an educational webinar ahead and assisting the teachers with the program week to foster leadership skills. Spots are limited. Learn more or indicate interest online.

Apply to be a Senate Page!

This is an exciting opportunity for students! Would your student be interested in taking part in the Washington State legislative process and observing the Legislature and other branches of state government in action? If so, apply to be a Senate Page. If selected, you can look forward to a week of fun and educational experiences where you'll meet people from all over the state and have the opportunity to make new and lasting friendships. Must be at least 14 years of age and have not reached your 17th birthday. Once you've applied, contact Senator Joe Nguyen's office by phone (360) 786-7667 or email Joe.Nguyen@leg.wa.gov to let him know that you're interested in serving and he will support your application process! To learn more about the Senate Page program, and check out this video. Time spent in the Page Program can be counted as Service Hours.

Freestone Capital Scholarship Applications Sought

Through the Freestone Future Leaders Scholarship, the organization is dedicated to contributing $100,000 in scholarships over four years to help 20 students pay for college. This year's round of scholarships will award a total of $25,000 to five students for the fall term of the 2019-2020 school year. Scholarship applications opened today, and a selection committee will name our finalists at the beginning of May and the awards will be made on **May 8**. Learn more about this scholarship on the Freestone website. Deadline for applications is **April 1**.

WAPTA Scholarship Available

Washington State PTA offers three (3) $3,000 scholarships and one (1) $1,000 scholarship to graduating seniors from Washington State public high schools, with an active PTA/PTSA at the school, that will be starting college (either two-year or four-year) Fall 2019. The application deadline is **March 1** and awards will be made on April 20. Students should submit applications online.

Service Learning Opportunities

Make sure your student doesn't wait until the end of the year or even worse the end of Senior year to get those service hours. There are many opportunities available now and ongoing. Visit the service learning webpage to download the service learning form and review some of the upcoming service learning opportunities.

SENIOR NEWS

College Bound Scholarship Conference

The annual Seattle Public Schools College Bound Scholarship Conference will take place on **Saturday, March 2, 2019, 1-4 pm** at Mary Gates Hall on the University of Washington Seattle campus. The conference includes a college fair, student panels, and workshops to explore college and career options and learn about admissions, requirements, and financial aid. Learn more about the College Bound Scholarship Conference.

Senior Essentials Available

It's that time to start thinking about graduation essentials! Personalized announcements, class rings, tassles and more can also be ordered online at Herff Jones.

PARENT INVOLVEMENT

Volunteer Opportunities at WSHS

There are quite a few current opportunities for parents to get involved at the school.

- The **West Seattle High School Race and Equity Team** (RET) would love more parental involvement, especially from parents of different racial backgrounds. We have a family engagement committee that wants to plan events after hours to engage diverse families. Our RET meets every first and third Wednesday of the month in the library from 3:45 to 4:45pm. Please contact School Counselor (A-D) Annie Zhou .
- We need 15 volunteers the **Winter Ball** and we're still short a few parents. Saturday, March 23rd from 7:45-11 pm. Work the coat check, bathroom duty, and dance floor/hallway sweeps. Please contact Angela Ferda .
- The **PTSA Spring Fundraiser** is being planned right now! Will most likely be held in April. Help make it fantastic! Please contact Chair: Rik Keller .
- The **West Seattle 5K** is Sunday, May 20th. We need lots of help to make this a huge success, please contact Chair: Kellie Hudson .
- **Field Day** was a blast for our students last year. We need parent volunteers on June 5th. We are still waiting on a schedule for the day but it will most likely be in the afternoon. Please contact Angela Ferda .

Booster Club Meeting Schedule

Please mark your calendars! The Booster Club meets once a month at 7pm in the school library, and we would love to have you join us. Following are our meeting dates for this school year: Tuesdays 9/12, 6/16, 5/14, and 6/4. If you have not already joined the Booster Club for this school year, please join online! Remember, 50% of your membership fee goes towards the sport of your choice, and all additional donations are greatly appreciated.

QUICK LINKS

The school office has prepared a very helpful page with information and links to all things needed for Wildcat families. Check out the Tips for Parents page and get hooked up!

- WS Counseling Department Website
- WS Counseling's Scholarships Page
- SPS' Smarter Balanced Assessments (SBAC) Website
- 24 Credit Graduation Task Force
- Schoolpay
- WS Drama Department Website
- Sports: Metro League Schedules
- Booster Club Website
- PTSA Website
- West Seattle 5K Website
- Buy eScrip or Register your Shopper Cards for PTSA
- Shop at Amazon and benefit PTSA

Westside Weekly - Monday, February 25, 2019
Contact: crogers@seattleschools.org

Top

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Project update: West Seattle and Ballard Link Extensions

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West Seattle and Ballard
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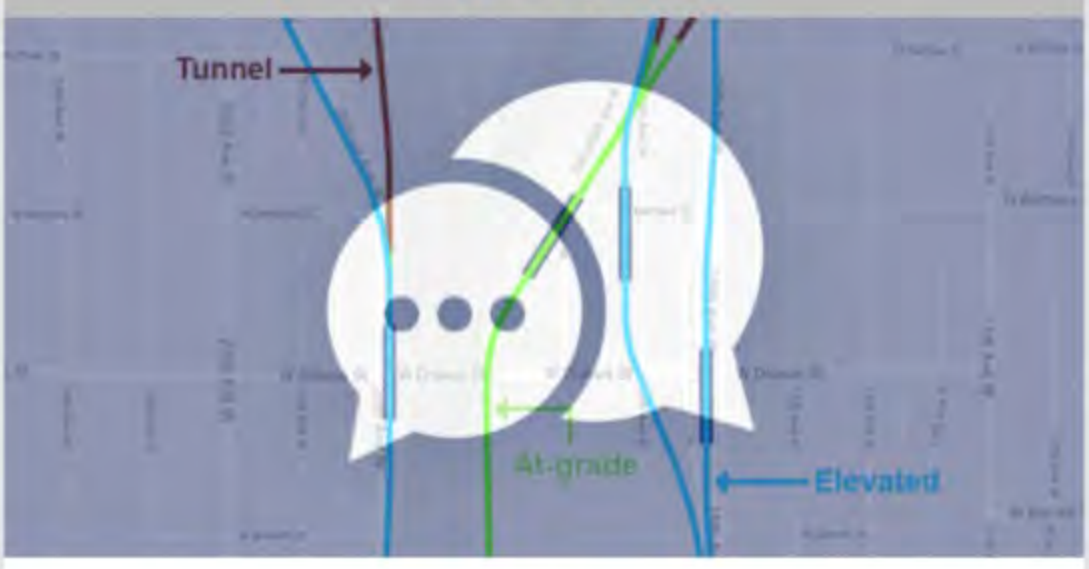
Project update



Scoping begins today! Share your comments by March 18

Sound Transit and the Federal Transit Administration have officially kicked off scoping for the West Seattle and Ballard Link Extensions project. Scoping is the next step in the environmental review process and provides an opportunity for you to comment on the route and station alternatives, topics to study in the environmental impact statement, and project purpose and need. This 30-day public comment period will include multiple ways for you to share your feedback and help the Sound Transit Board identify a preferred alternative and other alternatives to study in an Environmental Impact Statement during the next phase of project development.

This is an especially important time to get involved and we want to hear from you! Here's how to comment:

- **Attend an upcoming open house:** *details below*
- **Comment online:** wsblink.participate.online
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Comments must be received by March 18. Your feedback will be shared with the Stakeholder Advisory Group, Elected Leadership Group and the Sound Transit Board prior to their recommendations on which alternatives should be studied during environmental review. The Sound Transit Board will identify a preferred alternative and other alternatives to study in an Environmental Impact Statement in May 2019.

I have feedback!

Save the dates! Join us at a scoping open house

We're excited to share dates for our upcoming scoping open houses in West Seattle, Ballard and downtown Seattle. We hope you'll join us at one of the meetings below to learn more about the alternatives being considered, ask questions and share your comments.

- **West Seattle** on Wednesday, Feb. 27, 6 – 8:30 p.m. at Alki Masonic Center
- **Ballard/Interbay** on Thursday, Feb. 28, 6 – 8:30 p.m. at Ballard High School
- **Downtown** on Thursday, March 7, 5 – 7:30 p.m. at Union Station

Can't join us in-person? Our online open house is now live! Visit wsblink.participate.online and submit your scoping comments by March 18.

RSVP today!

New year, new numbers: advisory groups review Level 3 evaluation results

The Stakeholder Advisory Group and Elected Leadership Group recently held meetings to review the latest alternatives and hear more about the Level 3 evaluation results. The three end-to-end alternatives were evaluated based on their performance with respect to dozens of qualitative and quantitative measures, such as service reliability, travel times, environmental effects, technical feasibility and much more.

Want to dig into the details to inform your scoping comments? Explore the evaluation results, then visit the online open house to comment between now and March 18.

I want details!

Other project documents, including a Scoping Information Report, the State Environmental Policy Act (SEPA) Determination of Significance, and evaluation reports, are also available for review online.

Upcoming events

Scoping open houses on Feb. 27, Feb. 28 and March 7.

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

Request a briefing. If you are part of a business or community organization that would like to host a briefing, get in touch.

Reach out

More project info: soundtransit.org/wsblink
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Project update: West Seattle and Ballard Link Extensions

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SOUNDTRANSIT

West Seattle and Ballard
Link Extensions

Project update

First scoping meetings are this week in West Seattle and Ballard! Have you RSVP'd?

Sound Transit is hosting scoping open houses in West Seattle, Ballard and downtown Seattle to share the latest route and station alternatives and get your input. Scoping is the next step in the environmental review process.

This is an essential time to get involved — your feedback will help the Sound Transit Board identify a preferred alternative and other alternatives to study in an Environmental Impact Statement in May, so be sure to submit your thoughts before the comment period closes on March 18.

Join us at an open house to learn more about the alternatives being considered, ask questions and share your comments. All open houses are open to the public and will include a brief presentation 30 minutes after the start. Stop by anytime!

- **West Seattle** on Wednesday, Feb. 27, 6 – 8:30 p.m. at Alki Masonic Center
- **Ballard/Interbay** on Thursday, Feb. 28, 6 – 8:30 p.m. at Ballard High School
- **Downtown** on Thursday, March 7, 5 – 7:30 p.m. at Union Station

Remember — our online open house is accessible 24/7. Visit wsblink.participate.online and submit your scoping comments by March 18.

I'll be there!

Upcoming events

Scoping open houses on Feb. 27, Feb. 28 and March 7
Stakeholder Advisory Group meeting on March 21
Elected Leadership Group meeting on March 29

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Project update: West Seattle and Ballard Link Extensions

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West Seattle and Ballard
Link Extensions

Project update

Join us downtown tonight!

Last week we kicked off our scoping open houses, hearing from hundreds of attendees in West Seattle and Ballard. We've received more than 550 scoping comments so far and our project team is already hard at work reviewing your feedback.

Haven't shared your thoughts on the latest alternatives? Learn more and share your input at our open house tonight in downtown Seattle or visit wsblink.participate.online and submit your scoping comments. We hope to hear from you!

Scoping open house in downtown Seattle
Thursday, March 7, 5 – 7:30 p.m. at Union Station

Comment now

Upcoming events

Scoping open house on March 7

Stakeholder Advisory Group meeting on March 21

Elected Leadership Group meeting on March 29

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Project update: West Seattle and Ballard Link Extensions

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SOUNDTRANSIT

West Seattle and Ballard
Link Extensions

Project update

Wow — over 650 scoping comments received so far!

Thank you to the hundreds of people who joined us at one of our three open houses in West Seattle, Ballard and Downtown. In addition, we've hosted over 5,500 visitors on our online open house, and hundreds of you have already taken the time to examine the Level 3 alternatives and share your feedback.

If you couldn't make it to our in-person meetings but still want to learn about the alternatives, you can check out our online open house and submit your comments 24/7.

Hoping for more time to review the alternatives and share your thoughts? You're in luck! Sound Transit and the Federal Transit Administration have extended the comment period through April 2, 2019.

Don't miss this opportunity to help shape the future of transit in your community!

There are several ways to comment, including:

- **Comment online:** wsblink.participate.online
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Comment by April 2

Upcoming events

Stakeholder Advisory Group meeting on March 21
Elected Leadership Group meeting on March 29
Stakeholder Advisory Group meeting on April 17
Elected Leadership Group meeting on April 26

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

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Project update: West Seattle and Ballard Link Extensions

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West Seattle and Ballard
Link Extensions

Project update

It's not too late! Submit your scoping comments through April 2

Since mid-February, we've been asking for your comments to help the Sound Transit Board identify a preferred alternative and other alternatives to study in the Draft Environmental Impact Statement, the next phase of project development.

Tuesday, April 2 is the last day of the comment period — be sure to submit your feedback on route and station alternatives before the deadline passes!

Haven't shared your scoping comments yet? Here's how:

- **Comment online:** wsblink.participate.online
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Comment now

Upcoming events

- Elected Leadership Group meeting on March 29
- Stakeholder Advisory Group meeting on April 17
- Elected Leadership Group meeting on April 26

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Project update: West Seattle and Ballard Link Extensions

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SOUNDTRANSIT

West Seattle and Ballard
Link Extensions

Project update

Remember, scoping ends today — last call for comments!

On Feb. 15, the scoping comment period began for the West Seattle and Ballard Link Extensions, and today the comment period will close. Thank you to the over 1,900 commenters who have taken time to share feedback. Comments will be shared with our advisory groups and, ultimately, the Sound Transit Board. In May, the Board will identify a preferred alternative, and other alternatives, to study in the Draft Environmental Impact Statement.

If you haven't commented yet, now is the time. Submit your feedback before the deadline passes:

- **Comment online:** wsblink.participate.online
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

It's not too late...

Upcoming events

Stakeholder Advisory Group meeting on April 17

Elected Leadership Group meeting on April 26

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News releases

Public comment period for West Seattle, Ballard light rail project begins, open houses scheduled

February 15, 2019

Opportunity for the public to weigh in online and in person on end-to-end alternatives; comment period ends March 18

Sound Transit and the Federal Transit Administration (FTA) invite public and agency comment on route and station alternatives for the West Seattle and Ballard Link Extensions project. Comments received will help inform which alternatives should be studied in the Environmental Impact Statement, the next phase of project development. Comments can be provided online, via email, by regular mail, voicemail, or at a public open house.

The online open house is available today through March 18 at **https://wsblink.participate.online/**. In-person open houses are scheduled for these locations:

Wednesday, Feb. 27, 6 – 8:30 p.m.
Alki Masonic Center, 4736 40th Ave. SW

Thursday, Feb. 28, 6 – 8:30 p.m.
Ballard High School, 1418 NW 65th St.

Downtown Seattle, March 7, 5 – 7:30 p.m.
Union Station, 401 South Jackson St.

Comments can be emailed to **wsbscopingcomments@soundtransit.org**. Written comments can also be mailed to Sound Transit, Lauren Swift, Central Corridor Environmental Manager, 401 S. Jackson Street, Seattle, WA 98104. Comments can also be called in at (833) 972-2666.

Those attending an open house will hear information and have the opportunity to provide feedback on the alternatives for expanding light rail to West Seattle and Ballard. Feedback from this comment period will be shared with the Stakeholder Advisory Group and Elected Leadership Group to inform their recommendations to the Sound Transit Board of Directors on alternatives to study during environmental review. In May, the Board will identify a preferred alternative and other alternatives to study in a Draft Environmental Impact Statement (DEIS).

When complete in 2030 and 2035, respectively, the West Seattle and Ballard light rail extensions will provide fast, reliable light rail connections to dense residential and job centers. The project will also include a new light rail tunnel in downtown Seattle that will add regional system capacity to operate more trains and faster frequencies as light rail expands to Northgate, Bellevue, Redmond, Lynnwood, Federal Way, Tacoma, Everett and other communities.

The Sound Transit Board will consider public, stakeholder and elected leadership feedback received during the public comment period. Once this scoping phase is complete and the Board identifies the alternatives to evaluate in the DEIS, the project will advance to the Final Environmental Impact Statement (FEIS) phase, which will be complete in 2022. That same year, the Board will select the project to be built and seek a Record of Decision from the Federal Transit Administration.

More information on this project and subscriptions for project updates are available at **https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions**.

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APPENDIX D

Government Entity Comments

Communication ID: 351123

From: US Coast Guard (USCG) District 13

Scoping Comment:

Dear Sound Transit EIS Team

By letter to Ms. Linda Gehrke of Sound Transit dated March 8, 2019, the U.S. Coast Guard District 13 Bridge Office agreed to be a "cooperating agency" for Sound Transit's EIS for the proposed West Seattle and Ballard Link Extension Project. We are pleased to serve in this role and provide the following scoping comments for your use in scoping for the NEPA EIS for this project.

1. The U.S. Coast Guard (USCG) has a Congressionally mandated responsibility to preserve the public right of navigation and to prevent interference with interstate and foreign commerce on navigable waters. Therefore, the EIS for this project needs to thoroughly address potential impacts to navigation that might result from any project alternatives analyzed. The USCG's obligation is to ensure the final permitted design does not impinge upon the "reasonable needs of navigation" for affected waterways, while also serving the needs of land transportation.

2. More specifically, the USCG's NEPA area of responsibility is any navigable water body affected, as well as the bridge and its approaches and logical termini. This project area falls within the jurisdiction of the USCG District 13 Bridge Office in Seattle, Washington.

3. This project is envisioned to cross two major waterways: the Duwamish Waterway, and Lake Union Ship Canal at Salmon Bay. Both of these waterways are navigable waters of the United States, and therefore, any bridge over them is subject to permitting by the USCG.

4. The application for a USCG bridge permit is titled the "Bridge Permit Application Guide" (BPAG) and can be found at:[https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.dco.uscg.mil%2FPortals%2F9%2FDCO%2520Documents%2F5pw%2FOffice%2520of%2520Bridge%2520Programs%2FBPAG%2520COMDTPUB%2520P16591%25203D_Sequential%2520Clearance%2520Final(July2016).pdf&data=01%7C01%7Cwsbscopingcomments%40soundtransit.org%7C854f74930d8c4a615f8108d6b7aa1ad3%7Cca24b0afd8fb4e629ead8b37062261d0%7C1&sdata=A8mXKdy1jI%2BMYbHYmLPVTzyj0MPp9LPt7OsyG%2BjCnM4%3D&reserved=0]

5. Although not included as part of the EIS for this project, a Navigation Impact Report (NIR) will be essential to inform your process of selection and analysis of project alternatives. The contents of a NIR can be found in the BPAG at the same link provided above.

6. In its role as a cooperating federal agency, the USCG will observe the Presidential "One Federal Decision" directive for the USCG's coordination with the FTA, as the federal Lead Agency for this project.

Thank you for the opportunity to provide these scoping comments for this project. The USCG District 13 Bridge Office looks forward to coordinating with Sound Transit on this project as a Cooperating Agency.

Very Respectfully,

Carl F Smith, CTR
Project Manager/Environmental Reviewer
Waterways Management
U.S. Coast Guard District 13
915 Second Avenue, Room 3510
Seattle, WA 98174-1067
V: 206 220-7277
F: 206 220-7265
Email: Carl.F.Smith@uscg.mil

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3123

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

April 2, 2019

Mr. Mark Assam
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Ms. Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104-2826

Dear Mr. Assam and Ms. Swift:

The U.S. Environmental Protection Agency has reviewed the Federal Transit Administration's February 12, 2019 Notice of Intent initiating the scoping process for the FTA and Sound Transit West Seattle and Ballard Link Extensions, a light rail transit extension project (EPA Region 10 project number 19-0002-FTA). The EPA comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations 40 CFR Sections 1500-1508, and Section 309 of the Clean Air Act.

The West Seattle and Ballard Link Extensions are part of the voter-approved regional transit system plan, Sound Transit 3. The project would provide light rail transit between and through the West Seattle, Downtown, and Ballard neighborhoods in Seattle, King County, Washington. Each light rail transit alternative is approximately 11.8 miles long and includes 14 stations. The proposed alignments and stations include elevated, at-grade, and tunnel configurations. The 4.7-mile West Seattle segment would cross the Duwamish River on a high-level fixed rail-only bridge parallel to the existing West Seattle Bridge on either the north or south sides and connect to the existing downtown Seattle transit tunnel. A new downtown rail-only tunnel would begin near the Stadium station. The 7.1-mile Ballard segment would run from downtown in the tunnel to the Seattle Center, transition to at-grade or elevated configurations, and cross Salmon Bay with a new rail-only moveable bridge, a high-level fixed bridge, or tunnel.

FTA and Sound Transit identify the following subjects as likely areas of investigation for possible adverse effects:[1]

- Transportation – traffic, freight, navigation, transit, non-motorized;
- Land use and consistency with applicable plans;
- Property acquisitions, displacements, and relocations;
- Social and economic impacts;
- Park and recreation resources;
- Historic, cultural, and archaeological resources;

[1] These subjects were identified either in the Federal Register NOI or on the project website.

- Environmental justice;
- Electromagnetic fields;
- Public services, safety and security;
- Geology and soils;
- Hazardous materials;
- Utilities;
- Water resources;
- Visual and aesthetic qualities;
- Air quality;
- Noise and vibration;
- Energy use;
- Safety and security;
- Community facilities and neighborhoods;
- Ecosystems, including threatened and endangered species and marine mammals;
- Section 4(f) and Section 6(f) resources;
- Short-term construction and long-term operational impacts;
- Indirect, secondary, and cumulative impacts; and
- Proposed measures to avoid, minimize, or mitigate significant adverse impacts.

We agree that these issues should be addressed in the NEPA analysis. For your consideration, we offer the enclosed detailed scoping comments to provide more information regarding the above topics, and we recommend a few additional subjects for evaluation. We also include information to assist interagency coordination with respect to contaminated sites within the Duwamish Valley and Salmon Bay, which may be affected by the proposed light rail projects.

We appreciate the opportunity to offer comment at the scoping stage for the West Seattle and Ballard Link Extensions. If you have questions or need more information, please contact me at 206-553-2966 or at somers.elaine@epa.gov.

Sincerely,

Elaine L. Somers
Environmental Review and Sediment Management Unit

Enclosure: U.S. EPA detailed scoping comments for the West Seattle and Ballard Link Extensions

U.S. Environmental Protection Agency
Detailed Scoping Comments for the
West Seattle and Ballard Link Extensions

Range of alternatives
We recommend that the EIS include a reasonable range of alternatives that meet the stated purpose and need, goals and objectives, and that respond to issues identified during the scoping process. The alternatives analysis would then compare alternatives with respect to how well they respond to the stated purpose and need, goals and objectives, and scoping issues. The Council on Environmental Quality (CEQ) recommends that all reasonable alternatives be considered, even if some of them could be outside the capability of the applicant or the jurisdiction of the agency preparing the EIS. Consistent with the purpose of the NEPA,[2] the EPA encourages selection of alternatives that protect, restore, and enhance the environment. We support lead agencies' efforts to identify and select alternatives that maximize environmental benefits and that avoid and minimize impacts and mitigate any remaining unavoidable environmental impacts.

Scope of effects analysis
The NEPA and its implementing regulations call for analysis of effects in a broad sense, addressing important issues that arise during scoping. Impacts from a project may be both beneficial and adverse. A significant effect may exist even if the federal agency believes that on balance the effect would be beneficial. There can be situations when adverse impacts occur even though regulations are met. For example, several air toxics are not regulated but are known to create a health risk. To comply with NEPA, the environmental analysis would need to evaluate and disclose the impacts from all emissions, regardless of whether there is a regulation that manages those emissions. Therefore, we recommend that it is important to consider and evaluate all of the impacts from the project, including those that may not be managed through existing regulations. The "Potential violation of Federal, State, or local law or requirements imposed for the protection of the environment" is one of ten factors that should be considered in evaluating severity of impact (See 40 CFR 1508.27(b) for more information)."

Hazardous materials, contaminated sites
Duwamish Valley: In the Duwamish Valley, there are many activities associated with contaminated sites that may be affected by the West Seattle Extension. The online project maps[3] show elevated rail alignments that cross Harbor Island and end in West Seattle. The past and ongoing industrial uses of the Duwamish Valley warrant careful attention to past and ongoing environmental cleanups, pollution source control, and restoration work. To the extent that siting and construction for elevated, at-grade, or tunnel alignments may affect completed, ongoing, or planned cleanup, coordination with the EPA and Washington State Department of Ecology Cleanup and Brownfields programs, Ecology and EPA Clean Water Act programs, and regulated government entities responsible for aspects of source control work, will be essential.

Depending on the final alignment, the proposed work may impact one or more of the following sites:

Harbor Island is a federal Superfund site that includes the island itself and adjacent sediments. The Department of Ecology oversees upland elements of the Harbor Island site. The East Waterway and West Waterway portions of the site involve the EPA Superfund program's sediment cleanup. Some of the sediment cleanup was done early on (Lockheed Shipyard), while other elements are nearing a

[2] 40 CFR 1500.1
[3] www.soundtransit.org/WSBLink

cleanup decision (East Waterway) or awaiting review and confirmation of a no-further-action decision (West Waterway).

Lockheed West Seattle is a separate Superfund site outside the mouth of the Duwamish West Waterway. Sediment cleanup is ongoing – dredging of contaminated sediments started in 2018 and will resume during the 2019 fish window. Cleanup should be completed by the end of the fish window of winter 2019/2020.

Pacific Sound Resources (PSR) is a former wood treating site on the Elliott Bay shore west of Lockheed West Seattle. Port Terminal 5/Jack Black Park includes the upland part of the site. The contaminated sediments were addressed with a cap. The PSR site has a completed sediment remedy and is reviewed by EPA every five years.

Lower Duwamish Waterway Superfund Site extends from the south tip of Harbor Island southward, with the waterway sediment portion extending south for five miles. An early sediment cleanup took place near Harbor Island (at the Duwamish/Diagonal Combined Sewer Overflow outfall). Ecology is overseeing source control in areas with outfalls or other water pathways to the Duwamish. Their role in source control includes their Clean Water Act program effort (permits, inspections, compliance assistance, enforcement, etc.) and studies and cleanups at Model Toxics Control Act and Hazardous Waste Program sites on and near the waterway. The EPA has RCRA, CERCLA and TSCA studies and cleanup actions in the area as well.

Salmon Bay: Salmon Bay is a highly urbanized waterway with a history of industries related to marine commercial and recreational enterprises including marinas, boat repair yards, marine terminals, and shipyards. There is also a history of combined sewer overflow discharges. These varied activities/inputs have resulted in a patchwork of sediment contamination that must be considered and characterized for any in-water and/or shoreline construction alternatives.

We recommend that the NEPA document identify the potential impacts from bridge construction, operation, and maintenance to Salmon Bay hydrology, water quality, sediments, and biota. Because the site characterization should include sampling information that is commensurate with the depth and extent of disturbance from construction, the EIS should identify where, how, and to what depth new bridge footings would be built. Existing sediment remediation activities will need to be identified and protected, especially any caps placed to isolate contamination in-situ. It will also be important to determine whether groundwater aquifers are present that could potentially be affected by bridge construction or other activities and discuss impacts to groundwater resources. Finally, construction best management practices to protect surface water, ground water, sediment quality and associated resources must be identified for any alternatives.

EPA contacts

Waterways:

- Elly Hale, Lower Duwamish Waterway remedial project manager (RPM) for sediment cleanup 206-553-1215, hale.elly@epa.gov
- Ravi Sanga, East Waterway (Harbor Island site) RPM and contact for PSR 206-553-4092, sanga.ravi@epa.gov
- Piper Peterson, Lockheed West Seattle RPM 206-553-4951, peterson.piper@epa.gov
- Shawn Blocker, Manager for Unit 3, which includes all three sites and RPMs

206-553-4166, blocker.shawn@epa.gov

- Robert Grandinetti, EPA NPDES/CSO Compliance and Enforcement; oversees King County CSO control efforts under a federal Consent Decree. 509-376-3748, grandinetti.robert@epa.gov

Upland sites:[4]

- Dave Bartus, Boeing Plant 2 RCRA site
  206-553-2804, bartus.dave@epa.gov
- Janette Knittel, former Rhone Poulenc RCRA site
  206-553-0483, knittel.janette@epa.gov
- Laura Castrilli, Boeing EMF CERCLA removal action
  206-553-4323, castrilli.laura@epa.gov
- Michelle Mullin, Rainier Commons (former Tully's/Rainier Brewery TSCA PCB abatement)
  206-553-1616, mullin.michelle@epa.gov
- Bradley Martin, RPM for Earle M. Jorgensen removal action
  206-553-4029, martin.bradley@epa.gov

Washington State Department of Ecology:

- Rachel McCrea, Water Quality Section Manager, Northwest Regional Office
  NPDES and stormwater-related topics; 425-649-7033; rmcc461@ecy.wa.gov
- Tamara Cardona, PhD, Aquatics Unit Supervisor, Northwest Regional Office
  Toxics Cleanup Program, MTCA sites, other Ecology corrective actions; 425-649-7058; taca461@ecy.wa.gov
- Rick Thomas, Project Lead, Lower Duwamish Source Control, Northwest Regional Office
  3190 160th Ave. SE, Bellevue, WA 98008; 425-649-7208; rith461@ecy.wa.gov

NOAA:

Rebecca Hoff, Lead Administrative Trustee on the Natural Resources Trustee Council
206-526-6276, rebecca.hoff@noaa.gov

Aquatic resources

The NEPA analysis should address all potentially affected aquatic resources, including surface water and ground water, water quality and quantity, hydrology, and sensitive aquatic areas, such as wetlands, streams, floodplains, shorelines, riparian areas, ground water recharge areas, hyporheic zones, drinking water sources and supplies.

We recommend that the NEPA document describe aquatic habitats in terms of habitat type, plant and animal species, functional values, and integrity. Evaluate impacts in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform. The effects assessment should address changes in the extent of impervious surface, stormwater runoff (including any leaching of chemical substances from the guideway rails/elevated structure or light rail trains into waterbodies), treatment and management, including use of Low Impact Development strategies, effects to waters listed as impaired under Clean Water Act 303(d), and compliance with other Clean Water Act requirements and implementing regulations, such as those for Total Maximum Daily Loads, and anti-degradation. For construction activities that would disturb more than one acre of land (40 CFR 122.26(b)), a National Pollutant Discharge Elimination System stormwater discharge permit is required.

[4] The known EPA upland sites may not have significant nexus to the proposed project, as most are south of Harbor Island.

Project proponents should plan, design, construct and maintain the project to avoid or have minimal long-term water quality and aquatic resources impacts. For any impacts that cannot be avoided through siting and design, the NEPA document should include protection measures and describe the types, location, and estimated effectiveness of best management practices applied to minimize and mitigate impacts to aquatic resources.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers. For wetlands and other special aquatic sites, the Section 404(b)(1) Guidelines, found at 40 CFR 230 establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b)(1) Guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts (and alternative selection) conform to Section 404(b)(1) Guidelines sequencing and criteria. In other words, the project proponent must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization and other mitigation measures.

We recommend that the project plan and design avoid and minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, and floodplains. It is important to maintain and preserve natural stream geomorphology and hydrology and restore and preserve the natural and beneficial effects of riparian areas and floodplains.

For Clean Water Act 303(d) listed water bodies in the project area, the NEPA document should also disclose information regarding Total Maximum Daily Loads, the water bodies to which they apply, and pollutants of concern. The proposed project should not further degrade 303(d) listed waters and should be consistent with Total Maximum Daily Loads to restore beneficial use support for impaired waters. If additional pollutant loading is predicted to occur to a 303(d) listed stream due to the proposed project, the project should include measures to control existing sources of pollution to offset pollutant additions, such as from road or station construction, so that no deterioration of water quality occurs.

Air toxics, construction emissions mitigation

The EIS should disclose whether air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals who are likely to be exposed to these emissions.

Air toxics and diesel emissions, which are emitted from mobile sources, construction vehicles and equipment, are known or suspected to cause cancer or other serious health effects, such as respiratory, neurological, reproductive, and developmental effects. The proposed project should include measures to substantially reduce emissions of and exposure to these air pollutants for construction workers and nearby residents and businesses. We recommend including and committing to implement a full suite of construction mitigation measures, such as those from the Clean Construction USA Web site at https://www.epa.gov/cleandiesel/construction-and-agriculture#construction. Measures such as diesel engine retrofit technology in off-road equipment would greatly help to reduce air toxics and diesel particulate emissions. Such technology may include diesel oxidation catalyst/diesel particulate filters, engine upgrades, engine replacements, newer model year equipment, use of biodiesel, or combinations

of these strategies. For more information about air toxics, please contact Karl Pepple, EPA Air Program, at (206) 553-1778.

The South Park and Georgetown neighborhoods have expressed interest to EPA Region 10 in learning more about the NEPA and the Washington SEPA processes. These neighborhoods have been working together to address emissions that their communities experience. While they will benefit from any emissions reductions resulting from the future transit line, the project construction emissions would be considered as an added burden to what they already experience. As the project moves forward, we recommend that FTA and Sound Transit hold community meetings to address the concerns of these and all affected neighborhoods, and that their concerns be addressed in the NEPA analysis.

Recommendations for route selection and project design

Protect and enhance natural areas and corridors. Although it is densely urbanized, the project area includes various parks, green spaces, greenbelt corridors, and habitat restoration projects--many constructed by the Port of Seattle on Port property, and some by independent parties (Bluewater), which are closely tracked by the Natural Resource Trustee Council. These are important open space and recreational features that provide ecological benefits and contribute to human health and wellbeing.[5] We recommend that these features be identified, that FTA and Sound Transit avoid and minimize impacts to them, and that they be enhanced and connected wherever practicable. We also suggest contacting and coordinating with the Seattle Parks Greenway program regarding their inventory and plans for Seattle greenways, as there may be opportunities to protect, restore, or enhance the continuity of corridors and other upland and aquatic areas. Information regarding existing corridors, gaps that could be restored, and how the Build Alternative options would potentially affect those areas, would be helpful to inform the analysis of routing options, project design, and mitigation opportunities.

Maximize the use of existing infrastructure. We recommend maximizing the use of existing transportation corridors and rights-of-way to the extent practicable, retrofitting them as needed to make them serviceable and more environmentally functional, and minimizing the creation of new corridors that may infringe upon remaining open space. Where property acquisition and project design could potentially create new open space to improve community cohesion, livability, and aesthetics, we encourage that this be done in collaboration with community members.

Consider redevelopment. Transportation can help to make cities vibrant and attractive. Where it may be necessary to create new corridors, we recommend first considering redevelopment of underused urban areas, such as, oversized paved areas/parking lots and vacant properties, and make it a priority to use brownfield sites. The clean-up and re-use of contaminated sites would maximize the environmental and community benefits of the project, while preventing loss of community assets.

Apply context sensitive design.[6] We recommend incorporating structural design, materials, and artwork in station areas and access corridors that are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area. We also recommend optimizing facility safety and communications for both the user and the community, including vulnerable members (elderly, disabled, children, and those of limited English proficiency).

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[5] For example, in the West Seattle project area we note the West Seattle Golf Course, Queen Anne Greenbelt, Elliott Bay Park and Trail, Kinnear Park, the Delridge Dragonfly Garden and Community Center.

[6] http://www.wsdot.wa.gov/Design/Policy/CSDesign.htm

Apply zero or low impact development (ZID/LID). We recommend avoiding and minimizing creation of new pollution generating impervious surface. Use pervious pavement and other LID techniques for managing storm water and avoid building over groundwater recharge areas. Consider de-paving areas as compensatory mitigation for any new impervious surface needed for the project to achieve no net increase in pollution generating impervious surface.

Apply green building and management practices. We recommend following the federal "green" requirements and opportunities that may apply to design, operation, and maintenance of project-related facilities and equipment, such as light rail stations and maintenance buildings. The green requirements pertain to high performance buildings, energy efficiency, and use of renewable energy, water conservation, waste diversion, stormwater runoff, and LEED certification.

- E.O. 13423, Strengthening Federal Environmental, Energy, and Transportation Management, Section 2(f); Section 2(b); Section 9(g)-(h); Section 2(c) (2007)
- E.O. 13514, Federal Leadership in Environmental, Energy, and Economic Performance (2009)
- Energy Independence and Security Act of 2007, 42 U.S.C. Section 17061 *et seq;* Section 17094; US EPA, Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act, 2009 https://www.epa.gov/nps/urban-runoff-low-impact-development
- National Energy Conservation Policy Act, 42 U.S.C. Section 8253(a)(1); Section 8253(f)(1); Section 8253(f)(3)(A); Section 2(d)(i); Section 2(e)(ii) (2009)
- Energy Conservation and Production Act, 42 U.S.C. Section 6834(a)(3)(D); Section 6834(a)(3)(A) (2009)
- US Green Building Council: Leadership in Energy and Environmental Design for Existing Buildings, http://www.usgbc.org
- USGBC: LEED Public Policies, https://public-policies.usgbc.org/

Community impact assessment

We recommend conducting community impact assessments for communities or neighborhoods that would potentially be most affected by the proposed project. These usually include communities adjacent to or bisected by a proposed project, although an analysis of the direct, secondary, and cumulative effects of proposed alternatives may reveal additional affected populations/communities. Impacts from construction, increased number and frequency of trains, safety issues, traffic delay from at-grade crossings, and other issues that may arise, need to be addressed.

The indirect and cumulative effects that would result from growth and development that may be stimulated by the proposed project should be analyzed. For example, the proposed project may stimulate transit-oriented development, commercial and residential mixed-use areas, amenities that improve walkability/livability of the area, and so on. The project could also stimulate development that has the potential to encroach upon or otherwise impact sensitive habitat areas, important community resources, or displace vulnerable or disadvantaged populations. Whether they are positive or negative, we recommend that the EIS analyze and disclose the potential environmental, social, and economic effects.

A key benefit of the indirect and cumulative effects analysis is that it may reveal outcomes that should be avoided, minimized, or otherwise mitigated. As mitigation for project stimulated effects, we encourage the project proponents to work collaboratively with local land use planning entities and affected residents to ensure that the land resource is used wisely and that environmental protections are

incorporated prior to stimulating new growth. Guidance and resource materials for community impact assessment can be found at https://www.fhwa.dot.gov/livability/cia/index.cfm.

Environmental justice/vulnerable populations

In compliance with Executive Order 12898 on Environmental Justice, actions should be taken to conduct public outreach and participation that ensures the public and Native American tribes understand the possible impacts to their communities and trust resources. Minority and low-income communities and tribes should be effectively informed, heard, and responded to regarding project impacts and issues affecting their communities and natural and cultural resources. The scope of outreach, impacts analysis, and mitigation should include other vulnerable populations, such as the elderly, the disabled, and children (see comments below regarding Executive Order 13045 on Children's Health and Safety). The information gathered from the public participation process and how this information factored into decision-making should also be disclosed in the EIS. We recommend using EJSCREEN,[7] the EPA's environmental justice mapping and screening tool, as it combines environmental and demographic indicators that would provide additional data and analysis for the specific geographic areas affected by the proposed project.

Recreational fisheries and fish consumption within the project areas are an important environmental justice issue. The Spokane Street Bridge is a highly used fishery location. For purposes of the Superfund cleanup, there are extensive efforts to promote the fish consumption advisory at this site, as well as other areas of the Duwamish. The EPA is currently planning the construction of a new kiosk for information about the fishery at the Spokane Street Bridge. Because low income and minority populations reside in the project area, it is important to be aware of existing adverse impacts to this community and any project-related activities that could potentially exacerbate these impacts. For more information about the fishing community, fishing locations, and fishing practices in this area, see the Duwamish *Fishers Study* at http://go.usa.gov/xnCsq. For information about health risks associated with contaminants in fish, contact Sinang Lee, Seattle/King County Public Health Outreach, at 206-263-1192 or sinang.lee@kingcounty.gov.

Children's health and safety

Executive Order 13045 on Children's Health and Safety directs that each federal agency make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and ensure that its policies, programs, activities, and standards address these risks. Analysis and disclosure of these potential impacts under NEPA is necessary because some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to health and safety risks.

Based on current EPA policy and guidance,[8] an analysis of impacts to children should be included in a NEPA analysis if there is a possibility of disproportionate impact on children related to the proposed action. The EPA views childhood as a sequence of lifestages, from conception through fetal development, infancy, and adolescence. Therefore, exposures to children at each life stage, as well as pregnant and nursing women, are relevant and should be considered when addressing health and safety risks for children.

[7] https://www.epa.gov/ejscreen/what-ejscreen

[8] https://www.epa.gov/children/epas-policy-evaluating-risk-children

Tribal consultation
Tribal treaty resources that may be affected by the proposed project include, but are not necessarily limited to, the Usual and Accustomed fishing areas of the Muckleshoot Tribe, the Yakama Nation, and the Suquamish Tribe, as well as the Muckleshoot Tribe's commercial salmon fishery. The Duwamish Tribe (not a federally recognized tribe) owns a longhouse west of West Marginal Way, near a tribal archaeological site. Other archaeological resources are likely present in the project area.

We recommend that the EIS identify and discuss any effects to tribal treaty resources, including natural resources, historical, archaeological, or traditional cultural places of importance to affected Native American Tribes. If the proposed project would potentially have effects on tribal treaty resources, development of the EIS should be conducted in consultation with all affected tribal governments, consistent with Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments.*[9]

Cumulative and indirect impacts
The project evaluation should consider the effects of the proposed project when added to other past, present and reasonably foreseeable future projects within and outside the project area. Cumulative impacts can result from individually minor, but collectively significant actions taking place over time.

EPA has issued guidance on how we are to provide comments on the assessment of cumulative impacts in *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*, which can be found on the EPA website at: http://www.epa.gov/compliance/resources/nepa.html. This guidance includes five key areas of focus when assessing cumulative effects:

- Identify resources, if any, which are being cumulatively affected;
- Determine the appropriate geographic (within natural ecological boundaries) area and the time period over which the effects have occurred and would occur;
- Look at all past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern;
- Describe a benchmark or baseline; and
- Include scientifically defensible threshold levels.

Indirect effects are those that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (See 40 CFR Part 1508.8).

Invasive species
Ground disturbing activities can create opportunity for establishment of non-native invasive species. In compliance with NEPA and with the Executive Order 13112, analysis and disclosure of these actions and their effects, as well as any mitigation to prevent or control such outbreaks should be included. We recommend that disturbed areas be revegetated using native species and ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasive species in areas disturbed by project activities.

[9] https://www.energy.gov/nepa/downloads/eo-13175-consultation-and-coordination-indian-tribal-governments-2000

Climate adaptation

The EPA recommends that the EIS include a discussion of reasonably foreseeable effects that changes in the climate may have on the proposed project and the project area, including its long-term infrastructure. This could help inform the development of measures to improve the resilience of the proposed project. If projected changes could notably exacerbate the environmental impacts of the project, the EPA recommends these impacts also be considered as part of the NEPA analysis.

From: Ramsay, Heather <heather_ramsay@nps.gov>
Sent: Friday, March 15, 2019 6:35 PM
To: WSB Scoping Comments
Cc: Alan Schmierer <alan_schmierer@nps.gov>; Allison O'Brien <allison_o'brien@ios.doi.gov>; Myra Barker <myra.barker@rco.wa.gov>
Subject: West Seattle and Ballard Link Extensions

Hi, Lauren -

I'm writing in response to a request for comments on the EIS scoping for the West Seattle and Ballard Link Extension project.

There are a couple of parks in the project area that if slated for impact would require Secretary of the Interior approval and suitable replacement property. These include Elliot Bay Park (Land and Water Conservation Fund) and Camp Long (Urban Park and Recreation Recovery). Current route configurations appear to avoid these parks but Sound Transit should be aware of the additional federal review needed if route options change.

If you have any questions about UPARR, please feel free to contact me. If you have questions about LWCF, I recommend you contact Myra Barker (cc'd) with the Washington State Recreation and Conservation Office (RCO). In the state of Washington, the RCO administers LWCF on behalf of NPS.

Thank you,

Heather

_____
Funding and Protecting Parks Where you Live

Heather Ramsay, Program Officer
National Park Service, State & Local Assistance Programs
909 First Avenue, Seattle, WA 98104-1060
206.220.4123 - www.nps.gov/lwcf or /uprr

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000
711 for Washington Relay Service • Persons with a speech disability can call (877) 833-6341

April 5, 2019

Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Sound Transit West Seattle and Ballard Link Extensions Project
Ecology SEPA #201900776

Dear Lauren Swift:

Thank you for the opportunity to provide comments on the **Sound Transit West Seattle and Ballard Link Extensions Project**. We understand that the deadline to provide comments has passed. We hope that Ecology's comments provided below will still be considered.

Based on review of the documents associated with this Project, the Department of Ecology (Ecology) has the following comments:

AIR QUALITY PROGRAM, CLIMATE POLICY SECTION
Gail Sandlin, gail.sandlin@ecy.wa.gov , (360) 407-6860

Scoping Document AE 0036-17 pg. 11 Exhibit 5-1

https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-scoping-information-report-20190215.pdf

Climate Change and Climate Resilience should be included as an Environmental Resource Category.

TOXICS CLEANUP PROGRAM
Rick Thomas, richard.thomas@ecy.wa.gov , (425) 649-7208

Sound Transit should expect and be prepared to encounter contaminated soil and groundwater (depending of the depth of excavation) along the path of the chosen route, regardless of which route is chosen for the new rail line. A plan to identify, notify Ecology (WAC 173-340-300), handle, and treat contamination when encountered must be in place as specified in the Model Toxics Control Act (MTCA) RCW 70.105D and the MTCA Cleanup Regulations WAC173-340. For information or a list of contaminated sites currently listed along a specific route please contact Ecology. Other contaminated sites may exist in addition to those currently listed by Ecology.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact one of the commenters listed above.

Sincerely,

Tracy Nishikawa

Tracy Nishikawa
SEPA Coordinator

Sent by email: Lauren Swift, lauren.swift@soundtransit.org
WSBLink@participate.online

ecc: Gail Sandlin, Ecology
Rick Thomas, Ecology

Communication ID: 346271

From: Recreation and Conservation Office

Scoping Comment:

Hi Lauren,

This message is in response to the request for comments during the scoping process for the West Seattle and Ballard Link Extensions.

The Recreation and Conservation Office has funded outdoor recreation, habitat protection, and salmon recovery projects throughout the Seattle area. The state-funded projects that may be impacted by the three alternatives being considered for the West Seattle and Ballard extensions include the following.

· City of Seattle Parks, 14th Ave. NW Shilshole Bay Boat Ramp, RCO #92-290, here's a link to the project information https://secure.rco.wa.gov/prism/search/projectsnapshot.aspx?ProjectNumber=92-290.

· City of Seattle Parks, Ship Canal Trail and Park, RCO #91-249, here's a link to the project information https://secure.rco.wa.gov/prism/search/projectsnapshot.aspx?ProjectNumber=91-249.

There are two state-funded projects at Freeway Park that may be in the area impacted, those are RCO #69-186 with link https://secure.rco.wa.gov/prism/search/projectsnapshot.aspx?ProjectNumber=69-186 and RCO #73-001 with a link https://secure.rco.wa.gov/prism/search/projectsnapshot.aspx?ProjectNumber=73-001.

Heather Ramsay, with National Park Service, has notified you via an email dated March 15, 2019, of the federally funded projects (LWCF) in the general area and so I'm not including those. As she noted, our agency administers the LWCF on behalf of the NPS.

Please include our agency in the review process and I will be our point of contact.

If you have any questions, please let me know.

Myra Barker

April 2, 2019

Ms. Lauren Swift, Central Corridor Environmental Manager
West Seattle Ballard Link Extensions Scoping
401 S Jackson St
Seattle WA 98104
WSBScopingComments@SoundTransit.org

Re: West Seattle and Ballard Link Extensions Scoping

On behalf the Port of Seattle (Port) and Northwest Seaport Alliance (NWSA), thank you for the opportunity to provide scoping comments to begin the NEPA/SEPA environmental review.

In 1911, the Port of Seattle was authorized by the citizens of King County under Chapter 53 of the Revised Code of Washington to serve as a public port authority, charged with ensuring that Seattle's deep-water harbor is protected to serve as an economic engine for the region. In 2015, the ports of Seattle and Tacoma formed a marine cargo operating partnership, the NWSA. The Alliance is the fourth-largest container gateway in North America.

The Port and Alliance operate and maintain the more than $1 billion in investments made into maritime and industrial operations, and work to protect the tens of thousands of family-wage jobs and $4.0 billion in revenue that these sectors generate for the region and state. The Port and NWSA are assets of statewide significance, serving as critical gateways for the agricultural producers and manufacturers across Washington. These gateways cannot be replicated elsewhere and provide a crucial function in the resiliency of our state's economy. These facilities could be heavily impacted at the south, central, and north ends of the proposed alignments. No other single agency or entity is similarly impacted, and it is imperative that all efforts are made to avoid and/or mitigate adverse impacts to these crucial economic assets wherever possible.

As stated in our early scoping letter, we have three primary objectives for Sound Transit 3 projects:

1. Enhance service to Sea-Tac Airport for passengers and employees, from a web of cities throughout the region;
2. Strengthen access to Port facilities, both existing and future developments; and
3. Improve regional transportation for personal mobility, while protecting maritime and industrial land uses and freight mobility.

We appreciate Sound Transit's broad stakeholder engagement on the development of alternatives for extensions to West Seattle and Ballard, and the direct engagement of design and planning staff with agencies in the proposed alignments.

Sound Transit staff has worked closely with Port and NWSA staff to better understand and work towards addressing concerns near port terminals both during construction and during link light rail operations. Proposed routes, especially north of the Spokane Street corridor, have the potential to create significant negative impacts on cargo operations and water-dependent logistic functions, with resulting negative economic effects across several industries, far beyond the Seattle harbor and King County.

Particularly problematic, the expected impacts during the estimated five-year construction period could damage international container cargo operations and significantly contribute to truck and other traffic in the already congested Spokane Street corridor. We remain unconvinced that the potential effects, especially with a route north of the Spokane Street corridor, could be mitigated for the Port, the NWSA, and other maritime/industrial businesses. From our perspective, this is not sufficiently covered by the current approach to measuring the economic impacts of the project, yet it is essential in ensuring the continued economic viability of these businesses.

The accompanying document outlines the areas where a thorough review of proposed alignments is necessary to determine how they could impact the public benefit the Port and the NWSA are charged with providing.

West Seattle Segment

- Spokane Street Corridor alignments could pose significant economic, environmental and operational impacts not only to Port and NWSA facilities, but to maritime industrial businesses that must have waterfront access to survive. Proposed alignments must ensure those facilities remain fully operational during and after construction, while ensuring access for trucks and rail serving those facilities. A crossing north of the Spokane Street must be given a thorough review to ensure that the cost estimates as well as impacts are accurately gauged.
- Please evaluate Duwamish crossing alignment slightly farther south than that considered in the representative alignment, across the far southern tip of Harbor Island, to determine if this alignment may present opportunities to further reduce impacts to existing businesses.

Interbay/Ballard Segment

- Moveable bridges across the ship canal may have significant impacts on maritime mobility as well as transit, and the cost, operational, and environmental effects should be studied as part of the environmental review process.
- Smith Cove station location will have significant impacts to ridership, with the location on the west side of the corridor appearing to serve more developed land uses, and capturing potential riders from Port properties, including employees and cruise passengers.

Thank you for your invitation to the Port to serve as a Cooperating Agency and to the NWSA as a Participating Agency, roles we believe will further ongoing cooperation between our agencies. We have expressed our interest in entering into a partnership agreement to define roles and responsibility in how the agencies will work together on project planning and environmental documentation.

We ask that these impacts effects be fully vetted through the environmental review process, and that the Board designate a route alignment with a southern crossing of the Spokane Street corridor as the preferred alternative. Please reference our detailed scoping comments attached. Thank you for your consideration and we look forward to our continued involvement.

Sincerely,

Stephen P. Metruck
Executive Director
Port of Seattle

John Wolfe
Chief Executive Officer
Northwest Seaport Alliance

Attach A – Technical Comments
Attach B – POS - Cooperating agency acceptance
Attach C – NWSA - Participating agency acceptance
Attach D – POS/NWSA Early Scoping comments, March 2018
Attach E – POS/NWSA Level 2 comments Sept 2018

ATTACHMENT A - West Seattle and Ballard Link Extensions Scoping - April 2, 2019

Thank you for the opportunity to provide these scoping comments. We look forward to integral involvement in the environmental review of the West Seattle and Ballard Link (WSBLink) Extension. We appreciate your invitation to the Port of Seattle to act as a Cooperating Agency (Attachment B) and to The Northwest Seaport Alliance (NWSA) to act as a Participating Agency (Attachment C) and accept both of those roles. Please see Attachments B and C for the signed forms. Additionally, we have expressed our interest in entering into a partnering agreement that would further define roles and responsibilities in how our agencies will work together on project planning and environmental documentation. We look forward to achieving that agreement in the coming weeks.

We have been involved throughout the ST3 Sound Transit planning process, since the 2014 ST3 Long Range Plan Update. We consistently support Sound Transit's investment in the regional transit system, especially for improved personal mobility to Port facilities. The Port and NWSA are also encouraged by the project's potential to protect maritime and industrial land uses and freight mobility, by improving the efficiency of the overall transportation system in the city and the region. Potential benefits include: (1) avoiding negative effects on critical transportation routes, (2) providing improved personal mobility access to port maritime passenger and cargo facilities, and (3) anticipated improvements in the vehicle flows on public right-of-way.

Our comments parallel those in our SEPA Early Scoping letter from 3/5/18, included as Attachment D, as well as comments from our Level 2 Alternatives Development letter to members of the Elected Leadership Group from 9/14/18, Attachment E, for completeness in this NEPA process. We request that the DEIS comprehensively analyze the issues raised in this, as well as these previous letters, and identify potential effects, along with opportunities to modify the project plans to avoid or minimize negative impacts.

1. Purpose & Need
2. Potential Alternative Alignments – issues, concerns, areas of agreement, options
   Comments relative to all three alternatives
   - 2.1 System Expansion
   - 2.2 Duwamish Crossing/SODO
   - 2.3 Interbay/Ship Canal Crossing

   Alternatives:
   - 2.4 Alternative 1, ST3 Representative Project
   - 2.5 Alternative 2, "Elevated"
   - 2.6 Alternative 3, "Tunnel"
3. Elements of the Environment

1. PURPOSE & NEED

We generally support the Purpose and Need statement. We expect that in this document, Sound Transit will recognize the Port's mission, and communicate how it can deliver and operate the light rail extensions in a manner that is compatible with existing public purposes for which the Port and the NWSA are responsible.

Under state legislation, King County citizens voted in 1911 to create the public Port of Seattle – a special purpose municipal corporation, to ensure that harbor facilities were managed for the benefit of all citizens. Our mission is to create good jobs across the state by advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development. The Growth Management Act recognized the importance of our facilities by designating them as essential public facilities.

In 2015, the ports of Seattle and Tacoma formed a marine cargo operating partnership –The Northwest Seaport Alliance – under the authority of chapter 53.57 of the Revised Code of Washington. The NWSA is the fourth-largest container gateway in North America. Regional marine cargo facilities also are a major center for bulk, breakbulk, project/heavy-lift cargoes, automobiles and trucks.

The critical economic role of the Port facilities, now part of the NWSA, was reinforced by the 2009 inclusion of the requirement for a Container Port Element, RCW 36.70A.085, for the cities of Seattle and Tacoma. This amendment to the GMA showed legislative support for the continued economic development generated by Washington's major ports by declaring that:

> "It is the intent of the legislature to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and to ensure that container ports continue to function effectively alongside vibrant city waterfronts." (RCW 36.70A.85, (Findings—Intent—2009 c 514.)

Seattle's Container Port Element was finalized by the City of Seattle in 2012. See in particular Policy CP 1.6 about preserving freight access to the terminals and Policy CP 1.2 about protecting land near the port with zoning for port-related activities.

As these GMA elements illustrate, to be successful in our mission, it is critical for other jurisdictions and government agencies like Sound Transit to recognize the complicated nature of our operations to statewide economic health and collaborate closely when major projects might impact our assets.

As the project proposes to cross two of the region's largest and most productive industrial zones (Manufacturing/Industrial Centers [MICs]), the project purpose should acknowledge that no harm should come to facilities and operations in these areas essential to delivery of the Port's and NWSA's mission.

Pursuant to the authority and mission referenced above, the Port of Seattle has engaged in extensive local planning efforts to develop the Port's Century Agenda and a Long-Range Plan to articulate how the Port will deliver its mission. These critical public documents focus on the importance of close proximity of industrial lands to the region's urban center with our goal to "Anchor the Puget Sound urban-industrial land use to prevent sprawl in less developed areas."

Similarly, the NWSA operates under a Strategic Business Plan outlining how we'll address the competitive challenges to grow cargo volumes, create jobs and improve financial performance. It identifies Terminal 5 (T-5) as a strategic terminal, along with other terminals in Elliott Bay.

As the Link extensions pass through the MICs (Duwamish and Ballard-Interbay) and over state shorelines, planning, design and construction must respect the vitality and economic contributions of the maritime and industrial economic sectors. This is because those sectors closely rely on the

interaction of existing and future industrial land uses and critical transportation infrastructure supporting freight access and mobility. The transportation system in our region must move passengers and freight efficiently and safely. As the Puget Sound region invests in improving passenger mobility through Link extensions, we must not impede existing industrial capacity and capability and should not foreclose future industrial facilities and operations. In this context, it is essential to note that:

- Port maritime and NWSA facilities cannot be moved or replicated elsewhere, due to their very nature, and impacting their operations jeopardizes a significant economic and employment engine for the region and state
- Existing freight mobility (across all modes: road, rail, marine, etc.) must be maintained, and the project designed to not pre-empt future improvements to freight infrastructure
- MIC employment densities are lower than those in other regionally- and locally-designated Centers, and do not support traditional transit-oriented-development densities.
- Traditional transit-oriented development (TOD) approaches, which typically include housing, are not appropriate in MICs where residential uses are not allowed by zoning.

Industrial land, and maritime industrial land in particular, is a scarce resource in Seattle. As context, Washington's Shorelines Management Act (Chapter 90.58 RCW) arose out of the recognition that shorelines areas are a scarce resource and a resource that affects nearly everyone's life in one way or another. In fact, the act is implemented through mandates on local government to balance three goals of shorelines management: 1) providing for uses that require a shoreline location, 2) protecting ecological function, and 3) providing public access to shorelines. At the Port, we are keenly aware of the issue of water dependent uses. Route selection for WSBLink extensions must be mindful of the fact that **relocation of maritime businesses is very difficult, and in some cases impossible**.

Several of your bullets reference adopted regional and local plans and consistency with local land use plans and policies, and under those references it is important to acknowledge the unique policies and zoning intended to protect and grow industrial and maritime bases.

The current **Purpose** includes eight bullet points, which are all important. In keeping with our comments above, we propose amending the eighth bullet and adding the following bullet as well:

- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through **complementary design and** sustainable practices.
- Recognize other critical public institutions and purposes by partnering effectively to plan, deliver, and operate the project in a manner that is compatible with existing and planned economic development uses within Manufacturing Industrial Centers and the freight infrastructure supporting them.

Several bullets also focus on "regional mobility for all" and "a healthy environmental"; essential broad-based elements of the Ballard-Interbay and West Seattle project. We appreciate that this system expansion will improve personal mobility access to and from Sea-Tac Airport and areas adjacent to the airport for regional travelers, visitors and employees in the airport area. Similarly, improved access to Port maritime facilities affected by the project should be elements of the

project, including service to passenger vessel/cruise terminals and for workers at all port facilities in the Ballard-Interbay area and in the south harbor and Duwamish industrial areas.

The current **Need** section includes six bullet points, and similarly, we recommend these reflect the difference for station areas in the MICs. Consider either of the following underlined additions to bullet six:

- Regional and local plans call for increase residential and/or employment density at and around **most** HCT stations … (or **outside of Manufacturing / Industrial Centers**)

Finally, we believe that Sound Transit will need to develop these extensions in a cooperative working relationship among multiple agencies with individual public missions. We will support development of the light rail extensions, while stewarding our public mission and assets, and pledge to work with our fellow agencies to find the best mutually beneficial coincident outcomes. We ask that Sound Transit commit to implementing the projects in a manner that maintains the Port's ability to responsibly carry out its mission and responsibilities to the public we both serve.

2. Potential Alternative Alignments – issues, concerns, agreement, options

2.1 System Expansion: The Port and NWSA support the Link Light Rail system and the extensions. We urge Sound Transit to integrate amenities or mobility services that would improve HCT access to Sea-Tac Airport and other regionally designated centers and passenger intermodal hubs. Air passenger ridership on Link has unique characteristics including infrequent trips, carrying luggage, discomfort with the airport/Link station walk, or early/late travel times. We ask that all new vehicles provide space for luggage, an important feature not well incorporated into existing vehicles. We also ask that all new vehicles provide added space for bicycles, as Link is the main access to Sea-Tac for employees or passengers using bicycles for the majority of their airport trip.

By adding new connections to the regional Link system, WSBLink extensions can benefit from other region-wide programs for system access, innovation and technology. We hope that these programs could be applied to the WSBLink program to provide first- and last-mile support for riders and other innovative approaches to increase ridership to and from the airport.

2.2 Duwamish Crossing/SODO: Each alternative crosses the Duwamish on an aerial guideway, either north or south of the Spokane St Viaduct. Sound Transit has invested time, along with our agencies, during the alternatives development phase, to understand and work towards addressing concerns about construction near port terminals. However, we remain unconvinced that the potential effects of this construction could be mitigated for the Port, the NWSA, and other maritime/industrial businesses. These routes have the potential to create significant negative impacts on cargo and supporting water-dependent logistic functions, with resulting negative economic effects across several industries, far beyond the Seattle harbor and King County. **Given the existing and projected container volumes in the North Harbor (2.5-3.0% growth per annum), please study any and all potential operational impacts that would result in delays to terminal access pre-construction, during construction and after completion, including but not limited to lane closures, material staging, material movement, placement of columns, truck and rail delays, and terminal access.**

During construction and in Link service operation, the Link extension must preserve and protect the truck and rail access to our T-5, T-18- including the liquid bulk facility on the southern end of the terminal, T-104 and access to T-102 on the southern tip of Harbor Island, a property that consists of the Port of Seattle's Harbor Marina Corporate Center, commercial marine vessel berths and two marinas. East-west mobility in the Spokane St corridor is extremely congested and complex. The NWSA operates the nation's fourth-largest gateway for international containers and some maritime industrial properties. The light rail expansion through SODO to West Seattle must be cognizant of potential effects to the nation's international trade flows, and must avoid, minimize, and off-set any potential negative effects on these facilities, including avoiding foreclosure of future facility improvements in marine cargo and passenger facilities and operations.

The "**Terminal 5 (T-5) Wharf Rehabilitation, Berth Deepening and Improvements Project**" is projected to be completed, and T-5 fully operational, by the time the West Seattle Link goes into construction in 2025. As a permit condition for the T-5 redevelopment, the NWSA will request approval from the Federal Rail Administration (FRA) to implement a Quiet Zone (QZ) corridor between the T-5 gate and the West Duwamish rail bridge. It will eliminate uncontrolled at-grade crossings in the corridor. The foundations and columns for the proposed alignment of the West Seattle Link bridge would need to be placed in a manner that will preserve a potential quiet zone corridor, the at-grade crossing access to existing businesses, and the utilization of the access road east of the railroad to allow the business access. Based on the current design, the (by 2025) remaining at-grade rail crossing providing access to the business on the east side of the railroad, will be located between the Spokane and the West Seattle Bridge. Please note that the NWSA is providing more than $5 million in funding to establish the QZ.

Both rail and vehicle access to and from T-5 and T-18 must be protected and preserved without limiting the freight movement in the international supply chain, both in the final configuration and during construction. The BNSF rail tracks, which also run south of Spokane St, provide critical access for multiple users to Harbor Island and T-5, and other industrial properties in West Seattle, so avoidance of those tracks is critical for piers, footings, and any construction impacts. The alignment must not pre-empt any future freight rail capacity expansion or improvements, including potential grade-separation/overpass rail and vehicle access structures, at the railyards and terminals, or in the critical SW Spokane St corridor.

An early alternative eliminated in Level 1 proposed a Delridge station at SW Spokane St. It had a number of substantive flaws: congestion on lower Spokane St and the potential to conflict with port and nearby industrial operations should be evaluated if this alignment is reconsidered.

Already challenged with limited access, the Port's **Harbor Marina Corporate Center** (on Harbor Island at T-102, south of Spokane St.) is a 139,333-sq-ft business park populated by office, warehouse, flex industrial, and light manufacturing tenants, many of whom support maritime shipping and ancillary businesses. SSA Marine (T-18's marine terminal operator), also maintains offices on Harbor Island, adjacent to T-102, that provide support for their extensive operations on Harbor Island. Also, the Port's T-104 lies between East Marginal Way and the East Waterway, west of the East Marginal Way Grade Separation. Further design work will also require close coordination with us regarding facilities access, impacts of construction, aerial guideway column placement and light rail operations.

For the **Link bridge over the commercial waterway**, the air draft should be at least as high as the West Seattle Bridge and column spacing within the waterway should be at least 200' and in alignment with the existing navigation channel beneath the Swing Bridge and the BNSF trestle. During construction, the Duwamish waterway must not be restricted from navigation of barges up to 105'beam by 420'length and air draft currently available. We understand you are working with the United States Coast Guard to meet these requirements.

In SODO, all alignments use **the E-3 busway**. Beneficially, this means no direct capacity loss in the SODO public rights of way, yet the review should clarify the effect of displacement of buses to the city streets. The arterials in SODO are already constrained and certainly congested during peak commute hours. **We ask that you study the impact on freight mobility in SODO and Harbor Island resulting from the displacement of the buses from the E3 busway onto city streets.** Unless throughput and operational capacity can be maintained through other means, impacts to avoid or mitigate include:

- Loss of lanes
- Loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns
- Construction activity of guideway or stations and
- Increase number of at-grade rail crossings in industrial areas

Of note would be impacts of east/west overpasses proposed at Lander and Holgate. Please evaluate even short-term closures of lanes along a truck route or temporary impacts to terminal operations. In summary, the project construction and operation must **avoid or mitigate** any **negative effects on freight access and mobility** both during construction and in the final configuration.

Near the Chinatown/International District station, alignments are proposed on 4th and 5th Avenues South. Please consider construction effects of displaced vehicles currently using those streets and how they would detour through the area. Additionally, this station is likely the closest to the newly proposed fourth cruise berth for the Port of Seattle harbor. Anticipated to be completed in spring 2022, it will benefit from good connections for passengers choosing to arrive or depart by public transit.

2.3 Interbay Facilities and Infrastructure and Ship Canal Crossing: Each alternative travels through Interbay and across the Lake Washington Ship Canal (Ship Canal). The Port supports the extension to Ballard for service to adjacent properties, but again with significant concerns regarding port terminals and potential for negative effects on the Ballard-Interbay Manufacturing/Industrial Center's (BINMIC's) economic vibrancy. The Ballard Link Extension corridor is in the center of the 615-acre BINMIC, anchored by Fishermen's Terminal and Terminal 91 (T-91), both essential water-dependent marine industrial assets, with related effects on other adjacent industrial uses and activities. **We ask that you study any impacts on vessel movements in the ship canal.**

We look forward to stations at Smith Cove and Interbay to allow Port customers, employees and tenants better access to the Smith Cove cruise terminal and marina facilities. We appreciate that the expansion of the light rail system through the region will make many more trips possible by transit. We encourage analysis and evaluation of light rail effects on plans for replacement / rehabilitation of the existing Garfield St/Magnolia Bridge and 15th Avenue West Ballard Bridge under the city of

Seattle jurisdiction. Please evaluate and include safe and convenient facilities to accommodate passenger movements to and from transit and cruise facilities. Likewise, any station with the potential to serve port employees and customers should have similar treatment. **We ask you to study any impacts to access to and from T-91 and anything that would impact operations of the T-91 cruise terminal and industrial operations.**

BINMIC is headquarters to industrial, maritime and fishing, and manufacturing activities, many directly dependent on the ship canal access. The light rail expansion to Ballard must be sited with regard to the BINMIC operations. Many vessels from the North Pacific fishing fleet homeport at facilities on the Ship Canal, Salmon Bay, and T-91, most notably **Fishermen's Terminal**. The decision of the vessel owners to make this their homeport is the basis for an extensive network of nearby businesses engaged in supplying those vessels.

Terminal 91 is a 200-acre facility which serves multiple customers, which is the homeport of the commercial fishing fleet, and which hosts the **Smith Cove Cruise Terminal**, a two-berth cruise facility. Along with the **Bell Street Pier Cruise Terminal**, these berths have led to twenty years of growth in Seattle's tourism industry, driven by the burgeoning cruise industry. Additionally, T-91 includes significant acreage for which the Port is currently planning industrial redevelopment. The T-91 Uplands Development project is formally underway with a recent $4 million design authorization by the Port commission. Further funding is included in the 2019-2023 Capital Improvement Plan. Similarly, redevelopment is underway for two buildings at Fishermen's Terminal.

The Port also operates the Maritime Industrial Center, and four recreational marinas at Bell Harbor, Harbor Island, Salmon Bay Marina and Shilshole Bay Marina. The Maritime Industrial Center offers moorage, concrete dock space (used for loading, repair/maintenance, storage and staging), and office and shop space. The total economic impacts of Port of Seattle related fishing at T-91, Fishermen's Terminal and the Maritime Industrial Center is 11,300 jobs, $543 million annual payroll, and $1.4 billion annual business revenue. (Port of Seattle, Port of Tacoma, The Northwest Seaport Alliance Economic Impact Analysis, Community Attributes, Inc., Pending release, likely Spring 2019.)

Siting of the Ballard Link extension must focus on minimizing loss of capacity on the freight spine. **Please study impacts freight mobility on 15th Avenue West.** Unless throughput and operational capacity can be maintained, impacts to avoid or mitigate include:

- Loss of lanes
- Loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns
- Construction activity of guideway or stations, and
- Increased number of at-grade rail crossings in industrial areas

The Elliott Avenue/15th Avenue W corridor has no nearby parallel routes that could accommodate vehicles or truck-turn maneuvering both in final operations and during construction. Such functions must be incorporated into corridor design. In summary, the project construction and operation must avoid or mitigate any **negative effects on freight access and mobility**.

ALTERNATIVES

2.4 Alternative 1, ST3 Representative Project

The three-level screening process conducted over the past year provided highly beneficial opportunities to study, gather input about and build awareness about the Representative Project.

We support the extension to West Seattle, albeit with significant concerns regarding our port terminals and facilities, as well as concerns for the supporting freight infrastructure for road, rail and marine modes, and concerns for the potential for effects to the transportation and economic vibrancy of the Duwamish MIC. Similarly, in West Seattle, please study the effects of the Delridge station north of Andover on freight mobility for the Nucor Steel facilities and their operations.

The Port and NWSA own and operate many facilities in the Duwamish, especially water-dependent uses on the shoreline and nearby, as described in Section 2.1 above. The representative alignment parallels the southern side of the Spokane St right-of-way. **Staff has reported that this alignment is estimated to cost $300 million less than a crossing north of the Spokane St right-of-way**. We ask you to study the impacts to terminal access and delays in freight mobility during construction and potential for a permanent loss of cargo volumes from a northern crossing.

In addition, we request that Sound Transit explore an **additional option** for the crossing south of the bridge, with the aerial structure built **approximately 350**' farther south of the proposed alignment, crossing the southern tip of Harbor Island. Such a location could avoid the critical BNSF tracks and SSA Marine's global headquarters and server farm. It would seem premature and inadvisable to not pursue a better understanding the details of this route as an option to the alignment closer to the Spokane St Corridor.

In the **Interbay Section**, as detailed in our Early Scoping comment letter (3/5/18), the Port has **tremendous concern** about the Representative Project alignment impacts on Fishermen's Terminal and in the Elliott Ave and 15th Ave W rights-of-way. We understand there is no durable consensus on the Elected Leadership Group for this alignment. However, should it proceed into the environmental review (or other discarded Level 1 or Level 2 alternatives), please incorporate the detailed comments from our Early Scoping concerns with effects of this alignment on the freight spine of the city and on Fishermen's Terminal.

2.5 Alternative 2, West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated

The three-level screening process also provided highly beneficial information about the gold/brown elevated alternative.

Crossing the Duwamish, this alternative mirrors the Representative Project, Alternative 1. Please reference our comments above: significant concerns regarding our port terminals and facilities, as well as concerns for the supporting freight infrastructure for road, rail and marine modes, and concerns for the potential for effects to the vibrancy of the Duwamish MIC. **Staff has reported that this alignment is estimated to cost $300 million less than a crossing north of the Spokane St right-of-way**. We ask you to study the impacts to terminal access and delays in freight mobility during construction and potential for a permanent loss of cargo volumes from a northern crossing

In addition, we request that Sound Transit explore an **additional option** for the crossing south of the bridge, with the aerial structure built **approximately 350**' farther south of the proposed alignment, crossing the southern tip of Harbor Island. Such a location could avoid the critical BNSF tracks and SSA Marine's global headquarters and server farm. It would seem premature and inadvisable to not pursue a better understanding the details of this route as an option to the alignment closer to the Spokane St Corridor.

In the Interbay Section, this alternative appears to have benefits over Alternative 3, and appears decidedly superior to Alternative 1.

The **tunnel under Elliott Ave W** may have less freight impacts during operations than an aerial crossing of 15th or Elliott. The DEIS must identify construction methodology and impacts of staging, constructing, and operating this tunnel. Additionally, potential effects on the adjacent freight and passenger rail tracks and operations must be identified.

The **Smith Cove station** effects on ridership volumes of Alternative 2 versus Alternative 3 should be explained as well, since the location on the west side of the corridor appears adjacent to more highly developed land uses. **Potential riders** from Port properties include **employees**, numerous marine industrial tenants, and **cruise terminal passengers** served by T-91, as well as tenant operations at Terminal 86.

There is very little public information to-date on the **fixed bridge crossing** of the ship canal in this 14th Avenue West corridor. Please describe the effects of a fixed bridge crossing, the touchdown points at either end, and the area under the bridge

A Link bridge over the Ship Canal should have air draft at least as high as the Aurora Bridge. Column spacing within the waterway should be a least 200' and in alignment with the existing navigation path beneath the Ballard Bridge. During construction, the Ship Canal should not be restricted from navigation of vessels up to 78' beam by 400' length, and air draft currently available under the Aurora Bridge. If a bridge is selected for a Ship Canal crossing, it should be a fixed structure, not a bascule or other "opening" span, so that marine traffic and light rail are completely independent of one another.

2.6 Alternative 3, West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel

Again, the three-level screening process conducted over the past year provided good information about the blue "tunnel" alternative.

Crossing the Duwamish, this alternative deviates from the Representative Project by crossing on the north side of the Spokane St Viaduct. This means construction and operations would occur on and above T-25 and T-18 and the access points to T-5 for both road and rail. This has the potential to dramatically affect the functioning of port terminals, including many supporting businesses. Our concerns regarding the port terminals and facilities, the supporting freight infrastructure for road, rail and marine modes, and the potential for effects to the vibrancy of the Duwamish MIC, multiply with the number of piers and structures constructed on the very space used for terminal operations and access. **Staff has reported that this alignment is estimated to cost $300 million more than a crossing south of the Spokane St right-of-way**. We ask you to study the impacts to terminal access and delays in freight mobility during construction and potential for a permanent loss of cargo volumes from a northern crossing

We appreciate that Sound Transit has invested time, along with the Port and the NWSA, during the alternatives development phase, to understand and work towards addressing these concerns. However, we remain unconvinced that the potential effects of this construction could be mitigated for the Port, the NWSA, and other maritime/industrial businesses, including the longshore dispatch hall. These routes have the potential to create significant negative impacts on cargo and supporting water-dependent logistic functions, with resulting negative economic effects across several industries, far beyond the Seattle harbor and King County. The expected impacts during the

estimated five-year construction period could **damage international container cargo operations** and significantly contribute to truck and other traffic in the already congested Spokane St corridor. From our perspective, this is not sufficiently covered by the current approach to measuring the economic impacts of the project, yet it is essential in ensuring the continued economic viability of these businesses.

The trucks gates for T-5 and T-18 are accessed via South Spokane St from I-5, SR99, W Marginal Way SW, and E Marginal Way S. T-18 is the busiest container terminal in the state, currently it is served by an average of about 4,000 daily truck trips (NWSA RFID data, March 2019). S Spokane St is the primary route for trucks getting to and from this terminal. It provides access between the container terminal and the railyards (located off E Marginal Way S) as well as access to and from I-5 and I-90. None of the other terminals at the NWSA can accommodate the volumes at T-18 and anticipated at T-5. T-5, once in operation, will also incur significant truck volumes, with estimates ranging from 1,000 to 3,600 daily trips (T-5 Wharf Rehabilitation, Berth Deepening and Improvements Project, FEIS, Transportation Technical Report, 2016).

Further consideration of an alignment north of the West Seattle Bridge must carefully address the feasibility of committing to points such as the following during construction. These must also be studied and applied to alignments south of the bridge, as in Alternatives 1 and 2, however this alignment traverses the container terminals directly.

- Good access to the NWSA container terminals **must be maintained throughout construction** for road and rail.
- Temporary business disruptions and displacements must be minimized, and unavoidable business displacement mitigated.
- Traffic flows along the S Spokane St corridor between W Marginal Way SW and I-5/I-90, will require **enforced limitations on construction traffic** during commuter peak hours as well as midday freight peaks on week days, unless other innovative approaches that protect freight mobility are found. Unlimited hauling may be possible at night and non-event weekends.
- Construction activities along S Spokane St that disrupt terminal access must provide alternative access that fully accommodates the same volume and types of traffic, including:
  - Truck traffic into gate queue area
  - Emergency & fire vehicle access
  - Employee traffic
  - Vendor delivery access
  - Pedestrian/bicycle access
  - Displaced parking areas, and
  - Security fencing.
- Construction staging/laydown areas should **reside outside the terminal property**.
- Construction haul routes should be selected to **minimize disruption** to freight routes
- Maintain traffic **signalization and signage** along Spokane Corridor to facilitate freight movement
- Maintain north/south cross streets
- Agency coordination requirements such as **regular meetings to plan traffic** and terminal operational impact mitigation should be clearly defined and enforced leading up to and throughout construction.

In addition to the possible impacts to T-18, our neighboring container facility, T- 5, must also be considered. We expect it to again be operational during Sound Transit's targeted construction window for the West Seattle segment. At present, the port has received land use and building permit approvals for implementation of the T-5 Cargo Wharf Rehabilitation, Berth Deepening, and

Improvements project. Phased construction is anticipated to begin in 2019, with operation of the improved marine cargo facility in 2021. As noted above, we anticipate that similar needs as T-18 will need to be addressed for T-5.

Terminal 25 (T-25), at the southeast margin of the East Waterway would also be affected by a North alignment. T-25, operating as a combined facility with Terminal 30 (T-25/30), includes significant existing and future marine cargo and environmental assets. The North alignment must avoid and minimize disruption of T-25/30 marine cargo operations. In addition, the port is planning for use of the south portion of T-25/30 as a significant estuarine habitat restoration area. Placement of rail line columns and over-head structures in this location has the potential to substantially diminish planned uses for habitat on this site. Also, a portion of the terminal is currently used for truck parking. The area is one of very few areas for off-street overnight parking. Its capacity should be maintained.

There are other industrial businesses that also rely on the waterfront access with similar potential effects from a northerly alignment whose businesses should receive similar accommodations.

In addition to potential negative construction effects, placement of light rail north of the West Seattle Bridge has the potential to impede adjacent and nearby marine industrial logistics and support businesses and other industrial uses and activities important to the south harbor area. While the Duwamish crossing options just south of the West Seattle Bridge will also prove challenging during construction, the potential impact on international cargo operations would be much less significant. The interdependencies and co-location benefits of businesses in SODO mean that losing some businesses may amplify or result in un-anticipated negative effects throughout the supply chain. Further, scarce availability of equivalent shore-side properties with essential navigational access characteristics to relocate water-dependent uses must be considered.

In the Interbay Section, further information is needed to clarify construction methods of this alternative. The crossing of 15th near Armory Way may have negative effects on the freight corridor. The DEIS should identify construction methods and effects of this elevated section. Additionally, please identify potential effects on the adjacent freight and passenger rail tracks and operations.

The Smith Cove station effects on ridership volumes of Alternative 2 vs 3 should be analyzed and evaluated as well, since the location on the Alternative 2 west side of the corridor is adjacent to more highly developed land uses. Thus, the Alternative 3 station location appears less accessible for the employees identified above in Alternative 2.

Ship Canal Crossing: We have seen very little information to date on the tunnel crossing of the ship canal in this 14th Avenue West corridor. Please identify effects of a tunnel, such as in Alternative 3 on the maritime and industrial uses in BINMIC.

3. Elements of the Environment

In the environmental review, we ask that Sound Transit address issues that arise in any of the following categories that wouldn't otherwise be an issue, were it not for the WSBLink Extension.

Transportation: Analyze and evaluate freight and worker transportation access to all port properties and facilities, port-related businesses, and impacts to freight mobility across the city, including to, from and between the two MICs. Consider road, water and rail transportation,

including rail yards, both facilities and operations. Benefits or impacts to freight mobility should be key in comparison of project alternatives. Identify how the alignments correspond with the Seattle Freight Master Plan, to evaluate effects on limited-access-, major-, and minor-truck streets and first/last mile freight connectors. Also, address safety issues and impacts with regard to alignment location, aerial structure siting, integration of various transportation modes, sight distances, and circulation liability. We have reviewed and commented on the Transportation Methodology report and supplied additional requests for information to be included or analyzed. This study must be a comprehensive traffic analysis, including travel time and other quantitative measures, and access to and from port facilities. We request review and comment of draft and final transportation reports prior to publication.

Acquisitions, Displacement and Relocations: in this attachment, or related attachments we have provided details describing potential negative effects to Fishermen's Terminal, and Terminals 5, 18—including the liquid bulk facility, 25, 102 and 104. We are concerned about property impacts, but also resultant implications for direct and related maritime businesses. Analysis should include the interdependencies of industrial and maritime businesses and the dependency on water access.

Land Use: As discussed above, please provide analysis of effects as the extensions pass through the city's two regionally- and locally-designated MICs and state-regulated shorelines, and potential to protect and improve access conditions for these industrial areas. Evaluate the land use implications in light of the essential public facilities designation in the GMA. Particularly evaluate potential for loss of essential industrial zoned area, that is, area built and committed to industrial and marine industrial use.

We would not want to see non-compatible land use changes resulting from new stations, nor would we want a poorly designed transportation system to degrade access and lead to erosion of industrial capacity and capability, including, but not limited to, the movement of over-sized vehicles. Several businesses at Terminal 7 provide this type of service to the business community at large. Their proximity to NWSA facilities is an important asset.

Analysis and evaluation must also include the potential effects of changes to zoning and land use that are incompatible with existing uses in the proximity of future light rail stations or operations. More specifically, Sound Transit should avoid incompatibilities with industrial development that could arise from siting stations in or near industrial land that may result in pressure for high density non-industrial uses, or any type of residential use in the MICs.

We note that there have been past cases of stations opened in industrial areas that are initially intended to serve the nearby industrial employment, but once they are established they lead to perennial requests for rezoning to residential uses. The SODO Link Light Rail station is one example.

The Port is particularly concerned with potential diminution of essential industrial zoned area, area built and committed to industrial and marine industrial use. These areas require enhanced industrial function, not fractured change.

Economy: The Port of Seattle is an economic development authority and the NWSA provides critical economic support to the region and the state. The project must not interfere with our ability to accomplish our public sector mission. We have significant concerns about economic effects resulting from unmitigated impacts to businesses which could also affect supporting or related businesses in the maritime, seafood, cruise or industrial economic sectors. Analysis should include the potential

for impacts on industrial lands or businesses to induce acquisitions, displacements, and relocations. Analysis must account for situations where a port terminal is anchoring a network of nearby supplier businesses. Also importantly, evaluate the cost of increased congestion due to construction activities in the public right of way. We request review and comment the opportunity for draft and final economic reports prior to publication.

Further, with regard to commerce, the review must consider the facilities that support international trade flow and the broader commerce impacts. The GMA requires that the region protect, preserve or enhance those essential public facilities and operations. Container ports' role as a critical supply chain element benefiting manufacturers and growers throughout the entire state prompted the creation of a state Growth Management Act requirement for the Comprehensive Plan Container Port Element, which in turn required the inclusion of the element within the Seattle Comprehensive Plan. This was finalized and adopted by the City of Seattle in 2012. The implications of the Container Port Element extend to the Duwamish Crossing and the SODO segments.

Social, community facilities and neighborhood: Address transportation effects on the Duwamish and BINMIC business community. This should include community bifurcation, changes in circulation patterns to and from public services and amenities, and changes to emergency service response times during construction and due to altered structures and routes following completion. In addition, the port is concerned that businesses and mobility access in areas south of the proposed alignments, particularly in Georgetown and South Park, be protected and improved by the project.

Parks and Recreation and Visual/Aesthetics: The Port operates four recreational marinas and has 23 public access sites that include scenic bike and pedestrian trails, picnic areas, habitat restoration areas, fishing piers, and shoreline access. Please coordinate with the Port of Seattle to ensure a complete analysis of the visual and/or shading impacts of the proposed alignments on these facilities.

Historic/Cultural Resources: The Port maintains many structures that are over 50 years old. Please coordinate with the Port of Seattle to ensure a complete analysis of potentially eligible structures. In addition, facilities at Fishermen's Terminal, south T-25/30, T-18, and T-5 have been constructed in filled former shoreline and shallow-water aquatic areas, used historically for non-port related marine industrial uses and activities or occupied for other purposes. Construction of rail line footings and columns has the potential to disrupt significant historical resources and requires detailed analysis and evaluation. Finally, in-water construction in multiple areas has the potential to affect Treaty fishing access, an existing condition the port is committed to maintaining and improving, in partnership with the Muckleshoot Indian Tribe and the Suquamish Tribe.

Noise/Vibration: Construction and operational noise and vibration effects, atmospheric and in-water, require detailed analysis and evaluation. Vibration affects filled upland liquefaction-prone soils. Noise effects must be evaluated, regarding commercial, office, and other occupied structures at Fishermen's Terminal and T-102.

Water resources: Please include potential for contaminated soils affecting groundwater conditions where construction impacts are expected. Additionally, the Port operates a storm water utility on Port properties: please identify storm water infrastructure and runoff effects as the link alignment passes on, over or through Port properties.

Air Quality: Please translate regional passenger and freight transportation changes during construction and upon completion into effects on air quality and greenhouse gas emissions. Effects to consider may include, but not be limited to, the potential for increased emissions from truck idling due to congestion or at at-grade crossings, temporary changes in vessel at-berth operations or while maneuvering, and potential delays in port operations and effects on cargo handling equipment idle times, etc. Please also provide expected impacts on both air quality—NO_x, DPM, VOC, CO, SO_2 Black Carbon, and greenhouse gas (GHG) emissions (CO_2) associated with the construction process and with the completed link light rail extension as compared to an agreed-upon pre-construction baseline noting all measures taken to minimize negative impacts on air quality and GHG emissions. Also evaluate the potential for decreased emissions from reduced passenger transportation.

Geology/Soils: The area is comprised of historic landfilling in shallow intertidal aquatic area sediments, with shallow ground-water conditions. The geological condition in this area is very complex and will require detailed evaluation.

Hazardous Material: Due to previous land uses and filling activities, encountering unexpected contamination along the corridor is highly likely. The corridor has the potential to cross existing State or Federal cleanup sites with existing remedies that are comprise of engineering and institutional controls in place. Construction activities, completed structures and final operation must avoid impacts to existing remedies.

Public Services, Safety and Security: Detailed analyses and evaluations are necessary for all at-grade link service, with the potential to obstruct or impede emergency services. Analysis of alternative emergency access routes is necessary. This is of particular importance for sites with commercial activities available to the public, including Fishermen's Terminal and T-102. Analyses should include changes in circulation patterns to and from public services and changes to emergency service response times. In addition, evaluation of potential link light rail effects on federally-required security conditions at port facilities is essential.

Energy Impacts and Utilities: Please ensure there is sufficient capacity in existing utilities and ensure that there is room for increased capacity to accommodate expected growth, in addition to the Link extensions' needs. Please address this concern with power capacity and any need to upgrade utilities.

Section 4f and 6f: The port has multiple parks, recreation areas, and habitat sites. Please coordinate with the Port of Seattle to ensure a complete analysis of effects on these public resources.

Environmental Justice: Scoping should include effects of not providing transit access to Duwamish Valley communities. All three alternatives do not address transit needs for these communities with limited existing transit options. None of the potential alignments reach South Park or Georgetown; while the proposed Delridge station only serves a limited portion of the north Delridge neighborhood.

Construction Impacts: Please evaluate all elements of the environment for impacts during construction, particularly as noted in this letter and our comments for relevant EIS elements, including transportation.

Cumulative Impacts: Please evaluate all elements of the environment for cumulative impacts from direct and indirect development, over time. The Port of Seattle and The NWSA make long-term

investments for public purpose and will provide to you our planned capital improvement projects from our long-range planning documents.

Conclusion

The Port and NWSA are pleased with the ongoing collaboration with Sound Transit and other key agencies and stakeholders to consider the alternatives that uphold the importance of the Port's economic development mission, and its ability to continue producing family wage jobs and uplift the quality of life in the region. We will continue to be staunch advocates to support an integrated and robust transportation system that is essential to maintaining Puget Sound's economic competitiveness.

As a peer public agency with commensurate obligations to the public we both serve, we look forward to on-going successful work with Sound Transit toward a system expansion that complements our regional economic development work and moves our region toward transportation solutions that benefit everyone.

WEST SEATTLE AND BALLARD LINK EXENSIONS PROJECT
COOPERATING AGENCY DESIGNATION

☒ Yes, the Port of Seattle wishes to be designated as a Cooperating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Port of Seattle does not wish to be designated as a Cooperating agency for the proposed WSBLE Project. However, Port of Seattle does wish to be designated as a participating agency.

☐ No, the Port of Seattle does not wish to be designated as a Cooperating agency for the proposed WSBLE Project. Port of Seattle also does not wish to be designated as a participating agency because:

- ☐ agency has no jurisdiction or authority with respect to the project
- ☐ agency has no expertise or information relevant to the project
- ☐ agency does not intend to submit comments on the project

_____ (Sign – Authorized Representative)

SANDRA KILROY (Print)

DIRECTOR, MARITIME ENVIRONMENTAL & PLANNING (Title)

3/28/19 (Date)

4/2/19

Please return by ~~**March 18, 2019**~~ to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301

WEST SEATTLE AND BALLARD LINK EXENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☒ Yes, the Northwest Seaport Alliance wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) project.

☐ No, the Northwest Seaport Alliance does not wish to be designated as a participating agency for the WSBLE project because:

- ☐ agency has no jurisdiction or authority with respect to the project
- ☐ agency has no expertise or information relevant to the project
- ☐ agency does not intend to submit comments on the project*

_____ (Sign – Authorized Representative)

Dakota Chamberlain (Print)

CFDO (Title)

3/27/2019 (Date)

Please return by ~~**March 18,**~~ April 2 **2019** to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301

March 5, 2018

Board Chair Dave Somers
West Seattle and Ballard Link Extensions
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

VIA EMAIL: wsblink@soundtransit.org

Re: West Seattle and Ballard Link Extensions Early Scoping

Dear Board Chair Somers,

Thank you for the opportunity to provide early scoping comments to start the project development and environmental process for the West Seattle and Ballard Link Extensions. The nexus between Port of Seattle and Northwest Seaport Alliance operations and the project's representative alignment is significant, thus we look forward to being a close partner on this critical new infrastructure. Through construction and subsequent operations, this project has the potential of impacting many port facilities:

- Fishermen's Terminal
- Interbay/Magnolia cruise and fishing terminals (Terminals 90 and 91)
- Terminals 5 (adjacent to West Seattle)
- Terminal 18 (Harbor Island)
- Salmon Bay Marina (adjacent to Fishermen's Terminal)
- Old Tsubota Steel site (near Magnolia Bridge)
- Grain terminal (Terminal 86)
- Terminal 46 (near Coleman Dock)
- Terminals 30 and 25 (south of T-46 and north of Spokane St)
- Terminals 102, 104 and 106

In 1911, King County citizens created the public Port of Seattle – ensuring that harbor facilities were managed for the benefit of all citizens not just a privileged few. Today that responsibility extends from Fishermen's Terminal to Sea-Tac Airport and includes the Northwest Seaport Alliance, a marine-cargo operating partnership of the Port of Seattle and Port of Tacoma.

We are responsible for creating good jobs across the state by advancing trade and commerce, promoting manufacturing and maritime growth and stimulating economic development. To be successful in that mission, it is critical that other jurisdictions and government agencies like Sound Transit recognize the complicated nature of our operations and collaborate closely when major projects might impact our assets.

Over the past two decades, the Port has invested almost $500 million our region's transportation system supporting partners' projects such as Sound Transit. Our collaboration with Sound Transit included construction (and the extension) of Link Light Rail at Sea-Tac Airport. We strategized for the Sounder rail start-up and ensured the Eastside Rail Corridor remained in public ownership. Overall, we fundamentally support high capacity transit ridership to reduce transportation congestion.

As we have shared in previous letters to Sound Transit, we have three primary objectives for Sound Transit 3 projects:

1. Enhance service to Sea-Tac Airport for passengers and employees, from a web of cities throughout the region;
2. Strengthen access to Port facilities, both existing and future developments; and
3. Improve regional transportation for personal mobility, while protecting maritime and industrial land uses and freight mobility.

With respect to the West Seattle and Ballard Extensions, those second two objectives are critical. We appreciate Sound Transit's new approach to project development and broader stakeholder engagement. However, given the route of the current representative alignment, we are concerned about the possible significant impacts to the region's maritime and industrial sectors because of this project. Moving forward, we look forward to integral involvement in defining the project's preferred alignment and appreciate Sound Transit staff work to-date in that regard since the project kicked off in early January with the first meeting of the Elected Leadership Group (ELG).

As the ELG's sole representative of the Port of Seattle and Northwest Seaport Alliance, I hope that Sound Transit will appreciate the extensive process behind communicating our perspective, concerns and comments about the project. In my role as a Port Commissioner and NWSA Managing Member, I am focused on ensuring that the economic activity created by our organizations is beneficial and accessible to every community we serve. My approach to planning efforts around the West Seattle and Ballard Extensions project will be no different.

An integrated and robust transportation system is essential to maintaining Puget Sound's economic competitiveness and quality of life. We look forward to continuing our successful work with Sound Transit toward a system expansion that complements our ongoing economic development work for the region and toward new regional transportation solutions with respect to this project and other Sound Transit 3 extensions.

Please find detailed early scoping comments attached. Thank you for your consideration.

Sincerely,

Commissioner Stephanie Bowman
Port of Seattle Commission
Northwest Seaport Alliance Managing Member

Cc: Sound Transit CEO Peter Rogoff
Port of Seattle Commission
Port of Tacoma Commission
Port of Seattle Executive Director Steve Metruck
Northwest Seaport Alliance CEO John Wolfe

Port of Seattle and Northwest Seaport Alliance
West Seattle and Ballard Link Early Scoping, Staff Comments
March 5, 2018

Thank you for the opportunity to supply these early scoping comments. We look forward to integral involvement in defining the West Seattle and Ballard Link (WSBLink) Extensions' preferred alignment, and appreciate our inclusion in both the Elected Leadership Group and the interagency team. While we believe that these extensions could significantly improve transportation in our region, there is great risk to multiple stakeholders in overlooking key issues identified in the document.

Staff contacts:
- Geri Poor, Regional Transportation Manager, poor.g@portseattle.org
- Lindsay Wolpa, Regional Government Affairs Manager, wolpa.l@portseattle.org

Our comments follow the general outline requested in your Early Scoping Information Report:

I. Purpose & Need
II. Representative Alignment – issues, concerns, areas of agreement
    A. W Seattle Link Extension
    B. Ballard Link Extension
    C. Downtown Segment
III. Potential alternatives
    A. W Seattle Link Extension
    B. Ballard Link Extension
IV. Elements of environment

I. Purpose & Need

We generally support the Purpose and Need statement. However, we are concerned that the statement lacks recognition that the project crosses **two of the region's largest and most productive industrial zones** (Manufacturing and Industrial Centers [MICs]) and respectfully request that **that fact is explicitly acknowledged** in the official documentation of the project.

The Port of Seattle's Century Agenda and Long-Range Plan focus on this importance of close proximity to industrial lands within our goal to "Anchor the Puget Sound urban-industrial land use to prevent sprawl in less developed areas." We firmly believe that as the Link extensions pass through the MICs, planning must respect the vitality and economic contributions of the maritime and industrial sectors of our economies with a pragmatic balance. In turn, those sectors closely rely on the symbiotic land uses and transportation systems supporting freight access and mobility. Increased transit passenger mobility must be balanced with existing and future industrial capacity and capability in these centers. In this context, it is essential to note that:

- Existing freight mobility for all modes of transportation must be maintained, and the project designed in a way that does not pre-empt future extension of freight infrastructure.
- MIC employment densities are lower than those in other Centers;
- Traditional TOD approaches, which typically include housing, are inappropriate; and

Purpose

The current Purpose includes seven bullet points, which are all important. In keeping with our comments above, we suggest adding the following bullet as well:

- "Preserve and enhance the jobs and economic contributions of the Duwamish and Ballard-Interbay MICs to the region's economy by protecting freight infrastructure and right-of-way along the corridor."

We suggest the following underlined addition to the third bullet:

- Connect regional growth centers <u>and manufacturing/industrial centers</u> as described in adopted regional and local land use… plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit, 2014).

We believe that the sixth bullet should acknowledge that station area development may be different in stations located in the Manufacturing and Industrial Centers (MICs), as traditional transit-oriented development (TOD) of high-density residential uses would not be allowed. The Port is particularly concerned with potential diminution of essential industrial zoned area, area built and committed to industrial and marine industrial use. These areas require improvement, not fractured change to non-industrial uses and activities. Please consider the following amendments:

- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use ~~plans~~ <u>policies and code requirements</u>.

Bullets two, five and seven's focus on "regional mobility for all" and "a healthy environment" are also critical, recognizing that the SeaTac/Airport station has carried the highest station ridership for nearly the first decade that Link has served our region. We affirm that this system expansion will expand access to and from Sea-Tac Airport for regional travelers, visitors, and employees supporting the airport area. Similarly, there are other Port of Seattle facilities in these corridors which will provide opportunities for new Link riders, as noted throughout our following comments, but especially including our cruise terminals and Fishermen's Terminal.

Need

The current Need includes six bullet points, with the first bullet as perhaps the most significant. Similarly to the discussion under Purpose, the Need bullets should reflect that difference for station areas in the MICs. Please consider the following underlined addition to bullet five:

- Regional and local plans call for increased residential and employment density at and around <u>many</u> HCT stations, and increased options for multi-modal access.

Finally, we believe that Sound Transit will need to develop these extensions in a cooperative working relationship among multiple agencies with individual public missions. We will support development of the light rail extensions, while stewarding our public mission and assets and working to find the best mutually beneficial coincident outcomes with our fellow agencies.

II. Representative Alignment – issues, concerns, and areas of agreement

The Port of Seattle and Northwest Seaport Alliance support the Link Light Rail system, and the extensions to West Seattle and Ballard. We recognize the years of planning described in the Early Scoping Information Report that have helped get us to this point. We are pleased that the Alternatives Analysis is now funded, so that the project team and stakeholders can understand our issues and concerns with the Representative Alignment, many of which we have identified in prior comment letters.

We urge Sound Transit to **integrate amenities or services that would improve HCT access to Sea-Tac** and other regionally designated centers. Air passenger ridership on Link has unique characteristics including infrequent trips, carrying luggage, discomfort with the airport/Link station walk, or early/late travel times. We ask that all new vehicles **accommodate space for passenger luggage**, an important feature not well incorporated into existing lines.

By adding new connections to the regional link system, WSBLink extensions come within the greater Sound Transit 3 program, which included other region-wide programs for system access, innovation and technology. We expect that some of these funds could be used on the WSBLink extensions, at the home or business end of the airport trip, to overcome some of the barriers to transit ridership to the airport. Similarly, airport employees' shifts frequently start or end at times that Link does not currently operate. While Link Light Rail has more reliable travel times, it is a longer trip time at off-peak hours, again a detriment to air passenger ridership.

A. West Seattle Link Extension

The Port of Seattle and Northwest Seaport Alliance (NWSA) support the extension to West Seattle, albeit with significant concerns regarding our port terminals and facilities, as well as the

supporting freight infrastructure for modes, and the potential for impacts to the vibrancy of the Duwamish MIC. We have met with staff and shared Port ownership maps.

The Port and NWSA own and operate many facilities in the Duwamish, especially water-dependent uses on the shoreline. We support the representative alignment through SODO near the E-3 busway, over the Spokane St Viaduct, and paralleling the southern side of the Spokane St right of way. We endorse this location for limiting the direct impacts on the Terminals 46, 30 and 25 (T-46, T-30 and T-25) and the Port's maintenance shop at T-25 S Horton St. Access to T-25/30, T-18 (and all Harbor Island port and non-port facilities), and T-5 must be evaluated and potential negative effects avoided and minimized. Soil conditions should be given considerable review at all sites.

The aerial Link extension **must preserve and protect the major truck access** to our Terminals 5 and 18, the BNSF rail, T-104 and access to the Port of Seattle's Harbor Marine Center (T-102) on Harbor Island – east-west mobility in the Spokane Street corridor is congested and complex. As you may know, NWSA formed in 2015 to jointly operate the nation's fourth largest gateway for international containers and some maritime industrial properties of the Port of Seattle and Port of Tacoma. The light rail expansion through SODO to West Seattle and the Sounder expansion **must be cognizant of potential impacts to the nation's international trade flows**, and must protect, preserve or enhance those facilities and operations.

The port's role as an economic engine prompted the creation of a state Growth Management Act requirement for Comprehensive Plan **Container Port Element**, which in turn **required the inclusion** the concept within the Seattle Comprehensive Plan. This was finalized by the City of Seattle in 2012. See in particular Policy CP 1.6 about preserving freight access to the terminals and Policy CP 1.2 about protecting land near the port with zoning for port-related activities.

The "Terminal 5 (T-5) Wharf Rehabilitation, Bertha Deepening and Improvements Project" is projected to be **fully operational by the time** the West Seattle Link goes into construction in 2025. As a permit condition for the T-5 redevelopment, the NWSA is to install an approved Federal Rail Administration Quiet Zone (QZ) corridor between the T-5 gate and the West Duwamish rail bridge. The **foundations and columns for the proposed alignment** of the West Seattle Link bridge would need to be placed in a manner **that will preserve and protect the Quiet Zone corridor** and the at-grade crossing access to the businesses. Note that NWSA is providing more than $5 million in funding and working with Seattle Department of Transportation (SDOT) and BNSF to establish the QZ. The QZ will eliminate uncontrolled at-grade crossings in the corridor. The main, and ultimately (by the time construction for the West Seattle Link bridge begins in 2025) the only, rail crossing providing access to the business on the east side of the railroad between T-5 and the Duwamish rail bridge will be located between Spokane St and the West Seattle Bridge.

Both rail and vehicle access to and from T-5 and T-18 **must be protected and preserved without limiting the freight movement** in the international supply chain. The BNSF rail tracks, which also run south of Spokane Street, provide critical access to Harbor Island and T-5, so avoidance of those tracks is critical for piers, footings, and any construction impacts. The alignment must not pre-empt any future freight rail capacity expansion, at the railyards and terminals, or along the Spokane Street corridor.

The Port's Harbor Marina Corporate Center (T-102) already has limited access (also on Harbor Island, south of Spokane St). SSA Marine (T-18's marine terminal operator), maintains offices at T-102 that provide critical support for their operations on the other end of Harbor Island. Also, the Port's T-104 lies between East Marginal Way and the East Waterway, west of the East Marginal Way Grade Separation. Further design work will also **require close coordination** with us regarding facilities access, impacts of construction, aerial guideway column placement and light rail operations.

For the Link bridge over the commercial waterway:

- Air draft should be **at least as high** as the West Seattle Freeway;
- Column spacing within the waterway should be **at least 200'and in alignment** with the existing navigation path beneath the Swing Bridge and the BNSF trestle.

During construction, the Duwamish waterway **must not be restricted** from navigation of barges up to 105' beam by 420' length, and air draft currently available.

In SODO, our understanding is that this alignment does not use public street rights of way, such as 1st or 4th Avenues S. Beneficially, this means no direct capacity loss in the SODO public rights of way, yet we need to understand if existing buses on the busway would be displaced to city streets. The arterials in SODO are already constrained and certainly congested during peak commute hours; further traffic volumes risk interfering with freight mobility in this over-burdened section of the Duwamish MIC. Impacts to avoid or mitigate include: loss of lanes, loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns; construction activity of guideway or stations' and increased at-grade rail crossings in industrial areas. In summary, project planning and development must focus on limiting and/or mitigating any impacts to freight access and mobility.

B. Ballard Link Extension:

The Port of Seattle supports the extension to Ballard, again with significant concerns regarding our port terminals and facilities and potential for impacts to the vibrancy of the Ballard-Interbay Northend Manufacturing/Industrial Center (BINMIC). The Ballard Link Extension corridor is in the center of the 615-acre BINMIC, anchored by Fishermen's Terminal and Terminal 91, both essential water-dependent marine industrial assets, with related effects on other adjacent industrial uses and activities. Here also, we have met with Sound Transit staff and shared Port

ownership maps. As with the West Seattle extensions, all sites must receive considerable review of soil conditions.

BINMIC is headquarters to industrial, maritime and fishing, and manufacturing activities. The light rail expansion to the northwest to Ballard **must be sited with regard to the maritime and BINMIC operations**. Many vessels from the North Pacific fishing fleet homeport at facilities on the Lake Washington Ship Canal, Salmon Bay, and Terminal 91 (T-91), especially including Fishermen's Terminal. **Fishermen's Terminal** is critical to Seattle's maritime economy (please see further information below). **Terminal 91** is our 200-acre facility which serves multiple customers, which is the homeport for the commercial fishing fleet, and **Smith Cove Cruise Terminal** our two berth facility. Along with the Bell St Pier Cruise Terminal, these berths have led to recent growth in Seattle's tourism industry, driven by the burgeoning cruise ship industry.

The Port also operates **recreational marinas**, the Maritime Industrial Center, and recently agreed to acquire the **Salmon Bay Marina**, 2100 West Commodore Way (*final possession later in 2018*). Additionally, T-91 includes significant acreage for which the Port has considered redevelopment options, and is currently considering **industrial and/or commercial redevelopment**. The **Maritime Industrial Center**, at 2700 W Commodore Way, offers short-term and daily moorage for vessels up to 250' in length, concrete dock space for loading and repair/maintenance work, short-term gear storage and staging, and office and shop space. The economic impact of Port of Seattle Related Fishing at T-91, Fishermen's Terminal and the Maritime Industrial Center is 16,000 direct/indirect jobs, $1.3 billion annual payroll, $1 billion annual business revenue, and 120 million annual local taxes (p. 34, Endnote 1).

If the proposed alignment remains elevated, the Link bridge over the Lake Washington Ship Canal, air draft **should be at least as high** as the Aurora Bridge. Column spacing within the waterway should be at least 200' and in alignment with the existing navigation path beneath the Ballard Bridge. During construction, the Ship Canal should not be restricted from navigation of vessels up to 78' beam by 400' length, and air draft currently available under the Aurora Bridge. We advocate that a Ship Canal crossing should be a fixed structure, not a bascule or other "opening" span, so that marine traffic and light rail are completely independent of one another.

Specifically, we have documented many times, in many comment letters, our concerns over the impacts of the representative alignment on the west side of the Ballard Bridge. Fishermen's Terminal is the vibrant home of the North Pacific Fishing Fleet. It is a living landmark, as well as an active industrial site that is home to the core of the current and evolving fishing industry. Fishermen's Terminal (established in 1919), is the largest single-built, committed fishing industry support site in King County encompassing 76 acres. Fishermen's Terminal offers a full complement of services for commercial fishing and workboats. Additionally, there is year-round and seasonal freshwater recreational moorage. Landside businesses at Fishermen's Terminal include a wide range of businesses, from support services for fishing and commercial maritime activities, to retailers, restaurants and offices. We recently completed a strategic plan for

Fishermen's Terminal which calls for expanding the on-site roster of suppliers that serve the fishing fleets. Private sector actors in the fishing cluster are bullish as well. Note that the 2016 report "Modernization of the North Pacific Fishing Fleet Economic Opportunity Analysis" (Endnote 2) probes an emerging trend for new-build fishing vessels in Washington State shipyards.

On Fishermen's Terminal (FT), along the eastern-most side, Fishing Vessel Owners (FVO) and their two marine ways are situated directly west of the bridge. FVO operation is profoundly vital to the local maritime industry: **losing the operation would have <u>significant domino impacts</u> to other marine and fishing related businesses**. FVO is one of the Port of Seattle's oldest tenants, providing services from their current location since 1919. The two FVO rail systems (300-ton and 500-ton) haul approximately 50 vessels per year for repair on land and FVO works on about 50 vessels per year in the water. If the columns for the light rail aerial structure touch down on the areas leased to FVO, the impacts to the piers, above ground and in water rails, landside structures and operations would be very significant. Studied during the monorail studies in 2003-5, relocation of their service and function was found to be infeasible. This likely would result in FVO moving their operation out of Seattle or closing all together, and the loss of about 30 family wage union jobs and Port revenue, as well as impacts to vendors and subcontractor jobs. Having the convenience of a trusted shipyard is a large factor in many of the vessels staying at FT and paying higher rents. Another trickle-down effect would be lower occupancy on the docks and fewer people supporting the upland businesses at FT.

We have **grave concerns that piers and footings** of a new bridge would create new navigational constraints in the area west of the Ballard Bridge, where access, turning and maneuvering for larger vessels, especially the fishing fleet needs to be taken into consideration (both in the final design and during construction). Other impacts to Fishermen's Terminal would potentially be reduced storage and laydown space, reduced parking, and reduced moorage slips.

While we will propose alternative alignments in the next section, we support the representative alignment being aerial, rather than at-grade, in the Elliott/15th Ave W corridor: this is already a congested city arterial which also serves as the freight spine through Seattle, connecting the two MICs and also the major access route to the Pier 91 cruise terminal.

Planning must focus on <u>minimizing loss of capacity</u> on the freight spine. Impacts to avoid or mitigate include: loss of lanes, loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns; construction activity of guideway or stations, and increased at-grade rail crossings in industrial areas. The Elliott/15th Ave W corridor has no proximate parallel routes that could accommodate vehicles or truck-turn maneuvering both in final operations and during construction and so such functions must be incorporated into the corridor design. In summary, project planning and development must focus on limiting and/or mitigating any impacts on freight access and mobility, and other users in the corridor such as the

cruise industry. For this reason, we recommend consideration of alternatives to the representative alignment in the next section.

Station location: We look forward to further station area analysis for the Smith Cove stop, to consider how best to capture the T-91 employees (fishing, industrial and cruise) and cruise terminal passengers. We support the stops providing access to Seattle Center, especially for the redevelopment at Key Arena.

C. Downtown Segment

We support the 5th Avenue tunnel, over other alternatives considered such as an at grade alignment in 1st Avenue. A chief issue of a 1st Avenue alignment is the potential loss of vehicle capacity through downtown, as well as farther south in SODO and the Duwamish.

III. Potential alternative alignments

The Port and NWSA believes that there is significant work to do on alternative alignments. The public and a wide range of stakeholders need a better understanding of benefits and constraints in order to be able to make trade off decisions. Please address the following in your analysis of alternatives, in keeping with our more detailed comments above.

A. West Seattle Link Extension

1) Southerly single river crossing of Duwamish farther south than Spokane St Corridor (Idaho/Genesee): The Port would support such an analysis to remove impacts from the highly subscribed Spokane St Corridor which currently carries multiple levels of automobile traffic, active rail lines, and river traffic. Light rail in this alternative must be situated carefully to minimize impacts to Port terminals south of the Spokane St Corridor: T-102, T-103, 104, 106, and 115. T-105 and T-107 are public open space and shoreline access sites.
2) Negative effects are unacceptable for an alignment north of the Spokane St Bridge, especially if unable to accommodate access needs to T-5, T-18 and other Harbor Island businesses.
3) The rail corridor along the Spokane Street corridor was designed with the potential for an additional rail track. That right-of-way must be protected, as well as the rail yards.
4) Any crossing of the West Duwamish Waterway must be designed to not impede commercial traffic on the waterway.
5) During construction, it will be important to maintain freight mobility and access to our terminals, as well as other freight trip generators, for all modes of transportation.

B. Ballard Link Extension

As mentioned above in comments regarding the preferred alignment, Elliott/15th Ave W is already a congested city arterial, the spine for freight travel through Seattle, and the primary route to the Smith Cove Cruise Terminal and industrial land at T-91. Fishermen's Terminal, one of the Port's oldest active facilities, stands to lose a significant tenant under the representative alignment

(***reference significant details above on FT***). Seattle's cruise homeport serves over one million annual passengers, and Smith Cove Cruise Terminal has 2 of Seattle's 3 berths. Good access to the public transit system for maritime and industrial employees and cruise passengers reaps benefits.

We endorse further study of alternative designs to resolve these issues, and suggest the following:

1) **Tunnel under Ship Canal as in Alignment C-01(c)**: We believe that a tunnel under the Lake Washington Ship Canal (Ship Canal) will contribute to system reliability at a scale to justify that investment. It will also eliminate conflicts with the Port's Fishermen's Terminal that were well documented and never resolved in high capacity planning proposals including the monorail project. (Please reference FT information on page 6 of this letter). The Representative Alignment considered for a new Ship Canal Bridge is west of the existing Ballard Bridge, which would likely require acquisition and relocation of the Fishing Vessel Owners (FVO) facility, an active operation providing unique capabilities to the maritime industry. Additionally, this would relieve new navigational constraints in the area west of the Ballard Bridge due to piers of a new bridge, for access, turning and maneuvering for larger vessels. We need detailed design and construction evaluations of these alternatives.

   However, in pursuing such a tunnel, we have a concern related to our new property, Salmon Bay Marina. Sound Transit staff has noted that a vertical tunnel access shaft would be part of tunnel construction and that this marina is being considered for the site of the shaft. The property currently contains City, state and federal approvals for improving the site, and the Port is beginning plans for upland improvements. This could also be impacted by the vertical tunnel access. Again, this is prime waterfront industrial land, and we urge Sound Transit to explore alternative locations. However, our significant concerns can only be clarified with detailed design and construction evaluations.

   The entire BINMIC and ship canal area will be impacted by this decision and would be adversely affected by poor planning and design. We anticipate that study of a tunnel under the ship canal may relieve impacts on the maritime industry and family-wage jobs dependent on the ship canal location.

2) **Tunnel under ship canal closer to 15th**: While a tunnel was proposed farther west in the studies for the ST3 System Plan, we would also request study of a tunnel under the ship canal at 15th Ave W, to improve system reliability (compared to a ship canal bridge) and reduce impacts on the BINMIC and Fishermen's Terminal.

3) **Tunnel under Elliott**: Traffic is already very congested in the Elliott/15th Corridor. Construction and support columns for the aerial alignment would only exacerbate the poor traffic in the area and restrict traffic movement. It would be very difficult to mitigate these impacts by acquiring properties and add lanes(s) to improve traffic flow. An underground option is very expensive but construction, long-term environmental, and traffic impacts must be carefully assessed. Having

this segment of the Ballard extension underground would offer an opportunity for a shorter or straighter alignment between the Seattle Center and Smith Cove stations.

4) Adjacent to Balmer Yard
   a) **West side: C-01c – Aerial via Interbay West**
      This alternative would better serve new development, jobs and economic activity in the Interbay sector of BINMIC. The opportunities for ridership from the new Expedia campus, cruise ship terminal, fishing and industry no T-91, and potential new development of T-91 uplands make this segment critical for partnerships in transportation improvements.

      Further design work would require close coordination with Port of Seattle regarding our facilities, access and impacts of construction, and light rail design. It is important to protect the numerous industrial operations at T-91, as well as the integrity of operations throughout T-91 and in the light industrial buildings adjacent to the tracks. Similarly, impacts to the regional bike path connecting NW Seattle to downtown must be identified and mitigated. Planning is underway for redevelopment of the northern lands of T-91 and that access should be considered as part of Sound Transit's studies.

   b) **East of Balmer Yard: C-01c – aerial via Interbay East**
      We also request that Sound Transit consider alternate routing for C-01c that follows the east edge rather than the west edge of the BNSF Balmer railyard. Proceeding south from the Ship Canal tunnel, the rail would tunnel south under the BNSF Balmer Yard to the easterly side and proceed south to connect with the current proposal. In favor of this alignment proposal is the opportunity to access the properties east of Balmer, and the lack of abutting residential lots as compared with the 20th Ave W segment north of Thorndyke Ave W. Issues with the C-01c alignment in the west edge of the Balmer yard are the critical access road for the 120-acre T-91 Port property and the regional bike path. As such, the light rail design would have to preserve access to the numerous light industrial operations currently in this section of T-91, and address the bicycle path.

   Overall, as you evaluate these alternatives, please determine impacts to Port-owned property at 1617 – 15th Ave W (known as the former Tsubota Steel site). The property is irregular in shape and the most logical redevelopment scenario would be focused on the south edge where Route Option C-01c was proposed. Acquisition of a portion of this property would affect the value and could render the entire property unviable for redevelopment.

5) Please work with us to consider how **the Smith Cove station** could better serve the fishing and industry employees at T-91 and especially **the hundreds of thousands of cruise passengers** and employees at Smith Cove Cruise Terminal. This could also include an opportunity for a Transportation Hub in the Smith Cove area which could provide opportunities to connect passengers from Sounder train service and Link Light Rail.

6) **East side of Ballard Bridge**: While we firmly believe we must protect existing maritime and industrial business, a thorough study would also review a Ship Canal Crossing on the East side of the Ballard Bridge.

IV. Elements of the Environment

Transportation: Please consider transportation access to all Port properties and facilities, port-related businesses, and impacts to freight mobility across the city, including to, from and between the two MICs. Consider road, water and rail transportation, including rail yards. The benefits or impacts to freight mobility should be key comparison of project alternatives. Please identify how **exactly the alignments correspond with the Seattle Freight Master Plan**. This plan was created over several years with significant input from the Port and other relevant stakeholders. Its implementation is barely underway.

Acquisitions, Displacements and Relocations: We have provided many details about the potential impacts to Fishermen's Terminal and specifically the critical FVO shipyard uses and activities at the eastern end of the site. We are concerned about property impacts, but also resultant implications for direct and related Fishermen's Terminal businesses. Analysis should include the interdependency of industrial businesses and the dependency of industrial businesses on a working waterfront.

Land Use: As discussed in our Section I comments on the Purpose and Need, please provide analysis of impacts as the extensions pass through the city's two MICs, and potential to protect and improve access conditions for these industrial areas. The Port is particularly concerned with loss of essential industrial zoned area, that is, area built and committed to industrial and marine industrial use. We would not want to see non-compatible land use changes resulting from new high capacity transit stations, nor would be want a poorly designed transportation system to degrade access and lead to erosion of industrial capacity and capability, most noteworthy being heavy transportation access. Impacts could include gentrification or potential to attract land uses that are incompatible with existing zoning for industrial uses. More specifically, Sound Transit should avoid incompatibilities with industrial development that could arise from siting stations adjacent to industrial zoned land that may result in pressure for high density non-industrial development, or any type of residential use in the MICs. The Port is particularly concerned with potential diminution of essential industrial zoned area, area built and committed to industrial and marine industrial use. These areas require improvement, not fractured change to non-industrial uses and activities. Please consider the following

Economy: We have significant concerns about economic impact resulting from unmitigated impacts to businesses which could also affect supporting or related businesses in the maritime, fishing, cruise or industrial economic sectors. Analysis should include the potential for impacts on industrial lands or businesses to induce acquisitions, displacements, and relocations on interdependent businesses and land.

Social, community facilities and neighborhoods: address transportation effects on Duwamish and BINMIC business community.

Visual/Aesthetics: Please address aerial structure in existing traffic corridor, visual leading to fundamental safety and circulation liability.

Noise/Vibration: Please address construction and operational effects as well.

Water resources: Please include potential for contaminated soils affecting groundwater conditions.

Air Quality: Please translate freight transportation changes into impacts to air quality, such as potential emissions impacts of increased truck idling from increased congestion throughout the system or at-grade crossings.

Geology/Soils: As acknowledged earlier in our comments, the area is comprised of landfill in historic shallow intertidal aquatic area sediments, with shallow ground-water conditions. It is very complex and will require **detailed evaluations**.

Hazardous Material: Due to previous industrial land uses, contamination along the corridor is highly likely.

Public Services, safety and security: Please address where at grade Link service might interfere with emergency access. Also how would Link light rail potential impact secured Port facilities?

Energy Impacts and Utilities: Please ensure there is sufficient capacity in existing utilities, and ensure that there is room for increased capacity to accommodate expected growth in addition to the Link Extension's needs. Please address this concern with power capacity and the need to upgrade infrastructure.

Parks and Recreational Resources/Section 4f & section 6f: The Port operates several recreational marinas, and 42 public access points. Many of these are located along the Duwamish River and should be acknowledged if there would be Link impacts.

Environmental Justice: Please evaluate environmental and social justice impacts to industrial jobs.

Construction Impacts: Please evaluate all elements of the environment for impacts during construction, particularly as noted here.

Cumulative Impacts: Please evaluate all elements of the environment for cumulative impacts from direct and indirect development.

In summary, the Port believes that improved regional transportation for personal mobility, freight mobility and maritime/industrial land protections can and must co-exist in order to maintain Puget Sound's economic competitiveness and quality of life. We look forward to partnering with you to expand the Link Light Rail to Ballard and West Seattle.

Endnotes:

1. https://www.portseattle.org/Supporting-Our-Community/Economic-Development/Documents/2014_economic_impact_report_martin.pdf
2. https://www.portseattle.org/Supporting-Our-Community/Economic-Development/Documents/Fleet%20Modernization%20Final%2011_11.pdf

September 27, 2018

Honorable Joe McDermott
ST3 Elected Leadership Group Co-Chair
King County Council Chair
516 Third Ave, Room 1200
Seattle, WA 98104

Honorable Mike O'Brien
ST3 Elected Leadership Group Co-Chair
Seattle Councilmember
600 Fourth Avenue, 2nd Floor
Seattle, WA 98104

Delivered via email

Re: West Seattle and Ballard Link Extensions Level 2 Screen Recommendations

Dear Co-Chairs McDermott and O'Brien,

On behalf of the Port of Seattle (Port) and Northwest Seaport Alliance (NWSA), we write to urge the Elected Leadership Group to incorporate the following comments into your recommendations moving into Level 3. We have strong concerns about certain Level 2 routes and the implications of construction activities. The maritime industry relies on a broad ecosystem of support businesses and supply chain links, hence no one business impact can be considered in isolation. Critical maritime and industrial activities within the Duwamish and Ballard industrial areas must be a core consideration.

As detailed below, some of the potential routes and associated construction activities could affect a wide range of cargo, fishing and other industrial operations, hamper freight movement and ultimately result in a loss of jobs in our community. These businesses are vital to the economic vitality of the region and state.

We fully support Sound Transit's objectives of promoting mobility in our region. Expanding transit opportunities is more important than ever before as Seattle and our region continue to grow. We believe Sound Transit will find a preferred alternative that will move people more efficiently, and with less environmental impact, while also maintaining our economic competitiveness and quality of life.

We appreciate the opportunity that Sound Transit provided for the impacted communities to participate in this process through the Stakeholder Advisory Group (SAG). As a public agency we value their input and work to prioritize the inputs of our constituents. Following on the September 26th SAG meeting, we were pleased to see many of our perspectives reflected in their recommendations. As the ELG proceeds, we ask that our comments be folded in with considerations of the SAG perspectives.

A summary of our comments on the alternatives process to-date is included below, with a more detailed explanation from our staff as an attachment to this letter.

West Seattle and SODO Segments

- Any Spokane Street Corridor alignments, especially going north of the West Seattle Bridge, will pose significant economic, operational and environmental impacts to Port and NWSA facilities. Proposed alignments must ensure those facilities remain fully operational during and after construction, while ensuring access for trucks and rail serving those facilities.

- With respect to the Duwamish crossing, please evaluate an alignment slightly farther south of the representative alignment (far southern tip of Harbor Island) to determine if there are ways to further reduce impacts to existing businesses.
- The SODO alignment on Occidental Avenue should be eliminated because transportation and land use implications. Traffic and freight mobility impacts would exacerbate current congestion and may not be able to be mitigated. In addition, adding a station west of the BNSF mainline could threaten our region's limited resource of industrial lands and displace many of those industrial and maritime businesses. We believe the SAG's recommendation to carry this forward does not accurately reflect the complicated impacts that this alignment would impose.

Interbay/Ballard Segment

- No aerial alignments through Fishermen's Terminal should be considered further because of impacts to terminal operations and repercussions of the fishing industry.
- The 20th Avenue W alignments should be eliminated due to costs, construction issues and impacts.
- Moveable bridges across the ship canal should be eliminated as alternatives as they will not work for transit and could impede maritime mobility.

The Port and NWSA are pleased with the ongoing collaboration with Sound Transit and other key agencies and stakeholders to consider the many alternatives that do not harm the maritime industrial base in Seattle.

Further, we urge the planning and design of the extensions support improved connectivity of the light-rail system to Seattle-Tacoma International Airport. We must all work together to encourage more transit use for passengers and employees of the airport, one of the fastest-growing in the nation.

We look forward to continuing our successful work with Sound Transit toward a system expansion that complements our economic development work for the region and provides new regional transportation solutions for everyone.

Thank you for your consideration and please do not hesitate to contact either one of us.

Sincerely,

Stephen P. Metruck
Executive Director, Port of Seattle

John Wolfe
Chief Executive Officer, Northwest Seaport Alliance

Attached: Detailed Comments

Cc: Elected Leadership Group members, Sound Transit CEO Peter Rogoff, Port of Seattle Commission, Port of Tacoma Commission, Stakeholder Advisory Group members

Detailed Comments regarding Level 2 Screening

West Seattle and SODO Segments

Should the ELG consider carrying forward the alignment north of the West Seattle bridge, against the recommendations of the SAG, the Port and NWSA remain exceedingly concerned that the construction impacts of the West Seattle alternative that crosses the Duwamish River north of the West Seattle Bridge have not been adequately identified. We do not know how harmful the construction impacts would be and whether they could be mitigated. These routes have the potential to create significant negative impacts on cargo and supporting water-dependent logistics functions and result in negative economic impacts across a broad spectrum of maritime industries, which, in turn, stand to materially impact traffic flows for transit and private vehicles. The yet-to-be-determined impacts during the estimated five-year construction period could have long-term impacts on international container cargo operations and significantly impede truck and other traffic in the already congested Spokane Street corridor.

The trucks gates for the NWSA Terminal 18 (T-18) and Terminal 5 (T-5), as well as Westway Feed Products, are accessed via S Spokane Street via I-5/I-90, SR99, W Marginal Way SW, and E Marginal Way S. T-18 is the busiest freight terminal in the region, and S. Spokane Street is the primary route for trucks getting to and from this terminal. It provides access between the container terminal and the railyards (located off E Marginal Way S) as well as access to and from Interstates 5 and 90. Further consideration of an alignment north of the West Seattle Bridge must address the feasibility of committing to points such as the following during construction:

- Good access to the NWSA container terminals and cargo support businesses must be maintained throughout construction for trucks and rail.
- ST will be responsible to mitigate all potential impacts with the subject tenants (and NWSA/POS).
- Temporary business disruptions must be minimized, and business displacement mitigated.
- Traffic flows along the S Spokane Street corridor between W Marginal Way SW and I-5/I-90, will require enforced limitations on construction traffic during commuter and freight peak hours on week days. Unlimited hauling may be possible at night and non-event weekends.
- Construction activities along S Spokane Street that disrupt terminal access must provide alternative access that fully accommodates the same volume and types of traffic, and address other impacts, including:
    - Access/egress and queueing for trucks, trains, emergency vehicles, employees/labor and vendor deliveries
    - Truck parking availability
    - Terminal security fencing restored
- Construction staging/laydown areas should be placed outside the terminal operations areas.
- Construction haul routes should be selected to minimize disruption to freight routes
- Maintain traffic signalization and signage along Spokane Corridor to facilitate freight movement
- Maintain north/south cross streets
- Existing land under elevated structures should remain available for terminal facilities and operations post construction
- No negative post construction impacts to operations will follow delivery of the project.
- The Special Provisions for the project must include agency coordination requirements designed to provide Port and NWSA with the opportunity provide input into construction traffic control plans and other

construction planning efforts with the potential to affect operations and access/egress. We envision regular meetings.

Terminal 5 must also be considered in addition to the possible impacts to T-18. We expect that T-5 will again be operational during Sound Transit's targeted construction window for the West Seattle segment. We hope to be announcing a new tenant by the end of this year and start our own construction for the facility's modernization in 2019 with a target opening by 2023. We anticipate that T-5 will have similar needs as T-18.

Beyond construction, placement of light rail north of the West Seattle Bridge could also cause a negative ripple effect to other Harbor Island logistics and support businesses. While the Duwamish crossing options just south of the West Seattle Bridge would also prove challenging during construction, the potential impact on international cargo operations would be less significant. To that end, we strongly encourage Sound Transit to explore an additional Duwamish crossing on the southern tip of Harbor Island, avoiding the critical BNSF tracks and SSA Marine's headquarters.

Terminal 25 South (T-25S), another Port/NWSA property impacted by a North alignment, is uniquely situated for habitat on the East Waterway. The Port has planned large-scale habitat restoration for this site. As our plans progress to environmental review and permitting actions, construction and operating effects will become more evident.

As we pointed out in our early scoping comment letter, exploration of light rail alternative alignments must consider the facilities that support international and domestic trade flow and broader commerce. The Growth Management Act requires that the region protect, preserve and enhance those Essential Public Facilities and the freight corridors that support them. Container ports' role as an economic engine prompted the creation of a state Growth Management Act (GMA) requirement for the Comprehensive Plan Container Port Element. This was finalized and adopted by the City of Seattle in 2012.

Through SODO, the routing decision must also be cognizant of potential impacts to the nation's trade flows. We believe that the newest "Occidental" option proposed through the SODO area should no longer be considered. One key factor is the likely significant impacts to the SODO transportation system – more specifically, the expected traffic impacts from a station at Occidental and Lander. In addition, the expected significant costs and challenges of a grade separation across a wide span of the BNSF railway is not merited. The GMA requirements and the Container Port Element also apply to the SODO segment. However, we see the need for better transit service for workers on the west side of the BNSF mainline. Moving forward, we hope that Sound Transit will more formally coordinate with Metro Transit to find solutions for improved service for those workers.

Interbay/Ballard Segment

Moving to another key sector of the maritime industry, Fishermen's Terminal is the vibrant home of the North Pacific Fishing Fleet. It is a living landmark, as well as an active industrial site that is home to the core of the current and evolving fishing industry. The terminal offers a full complement of services for commercial fishing and workboats. Additionally, there is year-round and seasonal freshwater recreational moorage. Landside

businesses include a wide range of support services for fishing and commercial maritime activities, retailers, restaurants and offices.

We believe that any elevated alternatives crossing Fishermen's Terminal along the 15th Avenue corridor should no longer be considered, including the moveable bridge, a component of the "representative alignment." The Port has documented many times, in many comment letters, concerns over the impacts to this critical facility at the heart of our $2 billion regional fishing industry. Through the ELG Level 2 recommendations, we hope that you will do the right thing to protect such an important part of the region's maritime cluster.

We were pleased to hear the SAG acknowledge the impacts of alignments going through Fishermen's Terminal. We support their recommendations to remove the aerial alignments. On Fishermen's Terminal's eastern-most side, Fishing Vessel Owners (FVO) and their two marine ways are situated directly west of the bridge. FVO operation is a profoundly vital shipyard for the local maritime industry: losing the operation would have significant domino impacts on other marine and fishing related businesses. FVO's two marine ways allow boats to be pulled out the water for dry land work, in addition to heavy industrial work of welding, machining, painting and woodworking in FVO's several buildings. The long-tenured FVO staff is deeply experienced and are additionally called off-site to support other Seattle shipyards for special expertise.

FVO is one of the Port of Seattle's oldest tenants, providing services from their current location since 1919. An elevated alignment through Fishermen's Terminal would force FVO to move their operation out of Seattle or close all together and result in the loss of family wage union jobs and Port revenue, as well as impacts to vendors and subcontractor jobs. The convenience of this trusted shipyard is a primary factor in many of the vessels staying at Fishermen's Terminal.

The Port is grateful that Sound Transit's shifted the alignment away from FVO's in-water rail (marine ways). However, we continue to have grave concerns that construction and operations of the link extension with piers and footings of a new bridge will create significant navigational constraints and challenges in access, turning and maneuvering for larger vessels, especially the fishing fleet.

In addition, we appreciate exploration of a 15th Avenue-aligned Tunnel under Fishermen's Terminal. Initial technical conversations between Sound Transit and our staff indicated that threats to FVO still exist due to a needed ventilation shaft. If the ELG chooses to carry forward the Central Interbay / Tunnel / 15th, the potential impact to FVO must be mitigated through additional design in Level 3.

Moving to the far westerly alternatives, "20th/Tunnel/15th" and "20th/Fixed Bridge/15th" alternatives, we support the SAG recommendation and believe those options should no longer be considered into Level 3. Between the impacts to Terminal 91 operations, Salmon Bay Marina and the early projected significant costs of these routes, we expect that other alternatives will provide better opportunities for all stakeholders.

Terminal 91 is home to the Smith Cover Cruise Terminal and the North Pacific Factory Catcher Processor Fishing Fleet. Several on terminal businesses are key to supporting this vital fleet. For these businesses to be successful they require easy on terminal and off terminal movement of trucks and freight. We have concerns that on terminal construction and proposed placement of columns will adversely impact the ability of these businesses

to remain efficient and effective in their support of these vessels and movement of frozen product. It is critical that frozen fish product be able to move by rail and truck in a timely manner from the terminal to its destination. Additionally, Terminal 91 is home to two expanding-cruise-ship berths. Construction laydown and activities near the east gate of the terminal could easily create negative traffic impacts to the 15th/Elliott corridor as cruise passengers are delayed entering or exiting the terminal.

The "Smith Cove" station, near east gate entrance into Terminal 91 (and future Expedia headquarters), bears critical significance for the Port. While we need further details to provide feedback for a preferred station location, our key criteria include:

- Routing opportunities for shuttles serving cruise passengers,
- Employee access to Terminals 91 and 86,
- Traffic flows on 15th and Elliot Avenues West (including transit hub access), and
- Impacts to freight mobility through the corridor and into our facilities.

More broadly around Interbay/Ballard segment, as the SAG recommended, we agree that none of the moveable bridge options should be further considered. The negative impacts to the navigable waterway below and the transit system would be equally detrimental to the public and maritime sector. It should be noted that a broad swath of stakeholders continues to express similar concerns and there has been minimal support for these options.

For the remaining alternatives in the 14th Avenue West corridor and the Ballard terminus, there have been proposals for the alignment to swing west to provide a Ballard station west of 15th Avenue West. As SAG advised, we support the further study of that possibility, including for the 14th Avenue West alignment.

Finally, construction concerns and required mitigation identified in the West Seattle/SODO segments discussion above must also be considered with respect to any alignments through this segment.

King County
Department of Natural Resources and Parks
Director's Office
King Street Center
201 South Jackson St., Suite 700
Seattle, WA 98104-3855

March 29, 2019

Lauren Swift
Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Subject: Response to West Seattle and Ballard Link Extensions Project Scoping

Dear Ms. Swift:

King County Department of Natural Resources and Parks (DNRP) appreciates the opportunity to provide input through the scoping process for the Environmental Impact Statement (EIS) being prepared for the West Seattle and Ballard Link Extensions Project. Of particular concern to DNRP are potential impacts to King County Wastewater Treatment Division (WTD) facilities, proposed King County Regional Trails connections, King County Solid Waste Division (SWD) property on Harbor Island, and Superfund cleanups in the Lower Duwamish Waterway and East Waterway.

Existing WTD facilities of potential concern in proximity to the proposed alignments, identified on the enclosed maps, include the following:

- Mercer Street Tunnel
- Lake Union Tunnel
- Interbay Pump Station (Interbay)
- Elliot Bay Interceptor, Sections 3 through 8
- The North Interceptor
- The Ballard Trunk
- West Duwamish Interceptor
- Delridge Trunk
- Hanford Trunk
- Renton Effluent Transfer System, Sections 8 and 9
- Lander Trunk
- West Seattle Force Main
- East Duwamish Waterway Crossing

DNRP recommends that the EIS include an evaluation of the impacts of the proposed project on these facilities. In addition, WTD is planning a major combined sewer overflow (CSO) treatment facility somewhere in the vicinity of the Lower Duwamish crossing. Close coordination with WTD will be needed to ensure that both projects do not adversely affect each other or inadvertently limit available options.

The preferred alignment would have the most significant impact on Interbay. Interbay pumps wastewater to the West Point Treatment Plant (West Point) for treatment and discharge, serving an area covering approximately 42 square miles within the City of Seattle. Interbay is a critical facility in King County's regional wastewater conveyance and treatment system, pumping up to 133 million gallons per day to prevent CSOs along Seattle's waterfront and the Lower Duwamish. The facility is also key to protecting water quality in Puget Sound.

Interbay receives flow from the Elliott Bay Interceptor and the South Magnolia Trunk, and pumps the flow through two pressure force mains to where it is discharged into gravity pipelines that convey the flow to West Point. The facility consists of pumping and associated electrical equipment, pressure force mains, odor control equipment, and standby power facilities. Sound Transit's proposed alignment impacts the future operation of Interbay, and may require full facility relocation along with associated influent and effluent piping and utilities. Therefore, the feasibility of facility relocation would need to be fully evaluated, along with any operational impacts that may result from relocation.

The Superfund cleanups in the Lower Duwamish and East waterways include extensive in-water work. The selected route will need to cross at least one, and possibly both, of these areas. Close coordination during siting and construction will be needed to ensure that effects on these cleanups and work on adjacent uplands—including any potential to release contaminants into these waterways—are minimized.

In addition, upland areas adjacent to the Duwamish Waterway corridor (including both the East and West waterways) are extremely limited in availability and of high enough value for habitat restoration. Efforts should be taken to minimize footprint in this area that could reduce or preclude potential habitat restoration areas that are required to meet Natural Resource Damage Act claims. The impacts of stormwater runoff from rail operations should also be considered for Duwamish Waterway and Lake Washington Ship Canal crossings as related to sediment cleanups that are underway or could be considered in the future.

Further, DNRP recommends that Sound Transit explore opportunities to link the proposed stations included in this project with the non-motorized transportation network surrounding each of the stations. Linking these stations with nearby regional trails, such as the Burke-Gilman Trail or the Neighborhood Greenway network, will help maximize overall ridership at each station and reduce traffic congestion on the surrounding street network. Sound Transit should also engage project stakeholders early on to begin programming the non-motorized access funding included in each project to ensure that any identified access improvements are completed by the time each station opens.

Lastly, the proposed alignment of the West Seattle LINK Extension is adjacent to property owned by SWD on Harbor Island. Any proposal to use this property to stage construction equipment and materials would need to be closely coordinated with SWD to minimize disruption to tenants currently occupying the property.

DNRP looks forward to the opportunity to continue working with Sound Transit during future environmental review and would like to formally accept Sound Transit's invitation to participate in the environmental review process as a cooperating agency. The Agency Designation form is attached for your convenience. If you have any questions related to existing wastewater facilities, please contact Mark Lampard at 206-477-5414 or mark.lampard@kingcounty.gov. WTD will designate a point of contact for cooperating agency participation in the near future.

Sincerely,

Christie True
Director

Enclosure(s)

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
COOPERATING AGENCY DESIGNATION

☒ Yes, King County Department of Natural Resources and Parks wishes to be designated as a cooperating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, King County does not wish to be designated as a cooperating agency for the proposed WSBLE Project. However, King County does wish to be designated as a participating agency.

☐ No, the King County does not wish to be designated as a cooperating agency for the proposed WSBLE Project. The County also does not wish to be designated as a participating agency because:

- ☐ agency has no jurisdiction or authority with respect to the Project
- ☐ agency has no expertise or information relevant to the Project
- ☐ agency does not intend to submit comments on the Project

_____ (Sign – Authorized Representative)

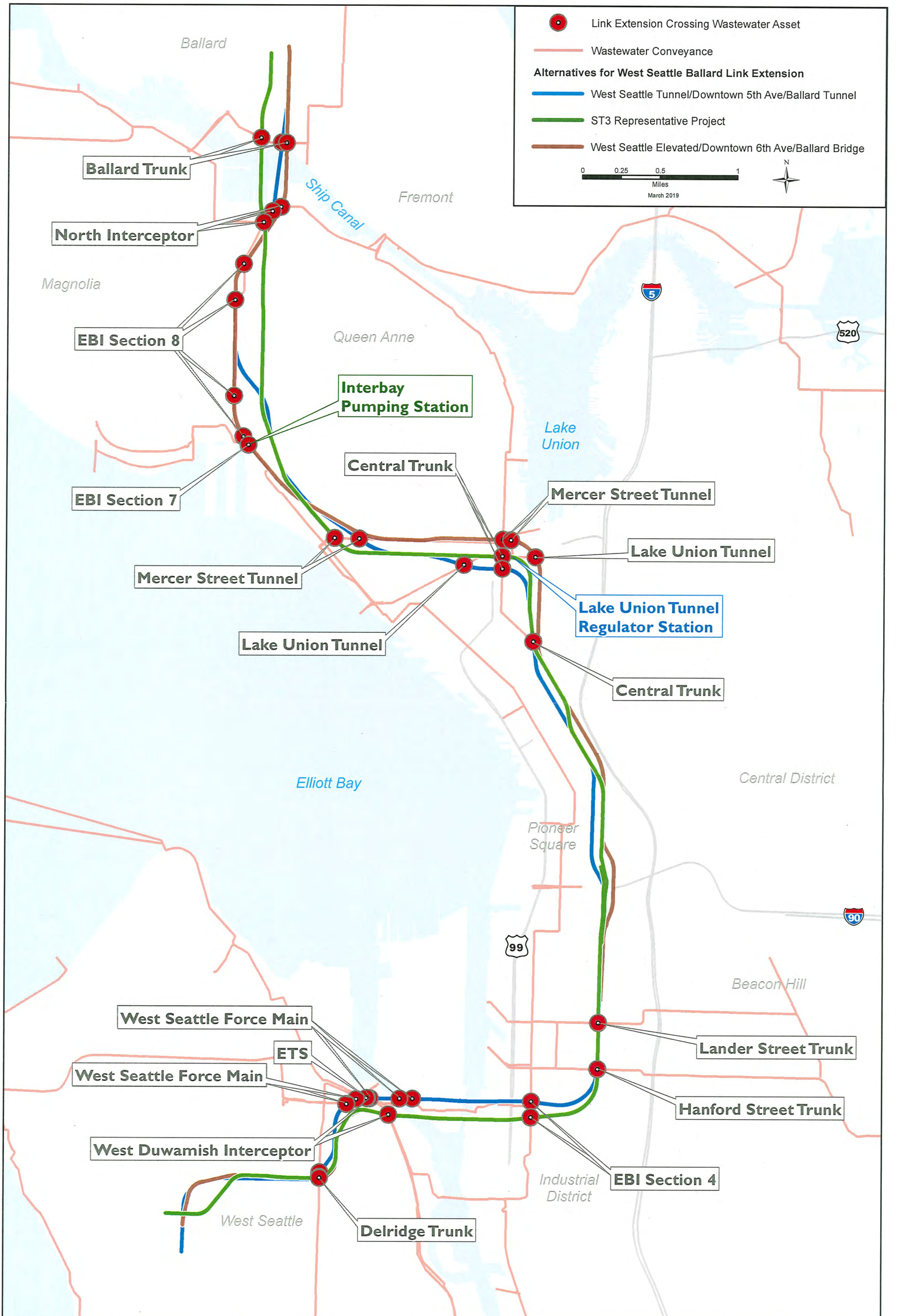
Christie True (Print)

Department Director (Title)

3/29/2019 (Date)

Please return by **March 18, 2019** to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301



King County
Department of Natural Resources and Parks
Wastewater Treatment Division

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Data Source: King County | Alternatives for Link Ext. recieved from ST on 3/12/2019

West Seattle and Ballard Link Extensions Review

Approx. Locations Crossing Major Wastewater Facilities

King County

Facilities Management Division
Department of Executive Services
500 Fourth Avenue, Room 800
Seattle, WA 98104
Phone: (206) 477-9352
Fax: (206) 205-5070

April 2, 2019

West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: EIS Scoping Comment: Downtown Segment (International District / Chinatown to Midtown Station Locations and Alignments)

Dear Ms. Swift:

King County is currently underway on a Master Plan for its Civic Campus in the heart of downtown Seattle. The Plan addresses:

- Twenty-one service divisions and departments, among three branches of government;
- Six thousand public employees;
- Eight acres of land, across ten properties, spanning eight city blocks;
- Two and a half million square feet of existing facilities;
- Over four million square feet of zoned development potential; and,
- The public space networks and programs that will connect them.

It is an unmatched opportunity to holistically rethink how government can better serve through the places it has the ability to shape.

The County welcomes continued collaboration with Sound Transit through the EIS process to study and refine proposed Downtown Segment station locations and route alignments, including the exploration of:

- Partnerships to bring new light rail transit service and convenient station entries and/or transfers to the center of the Civic Campus;
- Enhanced wayfinding and connections to existing surface transit and bike and pedestrian mobility networks; and,
- Prospects for equitable Transit-Oriented Development (TOD).

As the Civic Campus Master Plan and West Seattle and Ballard Link Extensions move forward, the County looks forward to building on the shared goals of these two transformational projects.

Sincerely,

Anthony Wright
Facilities Management Division Director

King County
METRO

General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

March 26, 2019

Lauren Swift
Central Corridor Environmental Manager
Central Puget Sound Regional Transit Authority (Sound Transit)
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Ms. Swift:

King County Metro Transit Department (Metro) is pleased to accept Sound Transit's invitation to become a Participating Agency in the environmental review process for the West Seattle and Ballard Link Extension (WSBLE) project. This letter responds to Sound Transit's Request for Comments on Scope of the Environmental Impact Statement (EIS) for the WSBLE project and identifies staff responsibilities for the EIS process.

Metro's top three issues and subsequent needs concerning the project include:

1. Construction in the C-ID would cause substantial, adverse impacts to the regional transportation system, including Metro revenue and deadhead services and the Seattle Streetcar. The 4th Avenue S station options would cause much more disruption to regional mobility and accessibility than the 5th Avenue station options.
    - Development and implementation of reliable, congestion-avoiding pathways in C-ID and Pioneer Square during C-ID Station and tunnel construction will be essential to maintain existing levels of service and avoid significant increases in operating costs.
2. All options in SODO would directly impact the E3/SODO busway and affect revenue and deadhead bus services, including routes that directly serve and are used by priority populations, as well as layover.
    - Maintaining a reliable, direct pathway for buses through SODO during construction and following the line's opening will be critical to providing mobility throughout the region, especially to priority populations.
3. All options in SODO would cause permanent impacts to Metro's base facilities, access to base facilities, and/or base operations, and possibly insuperable construction-related impacts to the adjacent transportation network for all traffic modes.
    - Maintaining existing base access and capacity in SODO is crucial for efficient and cost-effective operations that allow for frequent and reliable transit service to Seattle and the surrounding region.

Sound Transit/King County Metro Coordination

As you know, Sound Transit and Metro have coordinated formally and informally on the development of at least 13 ongoing Sound Transit capital projects over the last several years. In May 2018, Sound Transit and Metro executed the *System Expansion Transit Integration Agreement* (Agreement), which commits the two agencies to delivering investments that achieve the vision of an integrated regional transit network that provides an easy and seamless customer experience. As part of this collaboration, the *Framework for Transit Integration in Capital Project Development* (Framework) was developed to formalize capital project development process in order to ensure an integrated regional transit network. A direct benefit from this collaboration for WSBLE was the inclusion of Metro's 2040 network in the development of the alternatives alignments and transportation analysis.

The Agreement and Framework outline Metro's expected contribution to the EIS process, including scoping and development of alternatives. For reference, Metro's contributions to early scoping and the proposed methodology of the transportation analysis are summarized below and feed into our comments on the current EIS scope and alternatives.

Comments on Early Scoping, March 2018

Metro responded to Sound Transit's early scoping efforts and the purpose and need for WSBLE (Bill Bryant to Lauren Swift, March 5, 2018, Enclosure 1). Some key concerns remain:

- Tunnel options in West Seattle and under Salmon Bay in Ballard should be included in order to promote optimal bus-rail integration and transit-oriented design and to avoid significant impacts from displacements and closures.
- All options for WSBLE directly south of downtown directly conflict with Metro's long-range planned use of the E-3 SODO Busway for multiple routes serving south Seattle and south King County through 2040 and beyond.
- The proposed International District Station would eliminate the only current wired path for Metro trolley buses to reach the Metro Atlantic Base during portions of the construction period.
- High-transfer stations must be strategically located in dense employment and/or residential nodes that serve as anchors for both bus and rail lines, especially in the Alaska Junction and Interbay areas.
- The interim terminus of the West Seattle to Downtown Link may not provide the seamless downtown connection needed to convert any significant share of Metro's West Seattle routes into Link feeder routes and may result in overcrowding on Link between SODO and International District Station.

Technical Analysis and Formal Scoping, February to March 2019

In February, Metro's transportation planning team reviewed and commented on the methodology for the transportation analysis in the EIS. To adequately assess the potential impacts on Metro operations and facilities, comments focused on adjustments to the proposed study area, development of impact criteria and thresholds for transit-related impacts, and the use of primarily quantitative analysis of construction and permanent impacts.

Metro has identified several major potential impacts from Alternatives 1, 2, and 3 on Metro facilities and the local transportation network in the SODO and Chinatown/International District (C-ID) areas that call for a rigorous analysis in the EIS. Our observations of expected impacts are as follows:

- Construction in the C-ID will result in substantial, adverse impacts to numerous Metro services and the Seattle Streetcar.
- Congestion and added operating costs will result from construction during extended periods when Metro would lose access to key roadways, access points, and facilities in use today.
- WSBLE options in SODO would cause massive permanent impacts to Metro's base facilities, access to base facilities, and/or base operations, and possibly insuperable construction-related impacts to the adjacent transportation network for all traffic modes.
- The proposed project will make permanent changes to the transportation system that would affect the speed and reliability of bus services without robust analysis of impacts and adequate mitigation commitments.
- Direct impacts to the E3/SODO busway will affect revenue and deadhead bus services, including routes that directly serve and are used by priority populations, as well as layover

The following recommendations for the scope of the EIS respond to the issues raised above and should be included in the environmental analysis for the WSBLE EIS:

- Analyze the temporary and/or permanent acquisition, displacement, and relocation impacts on the multiple, existing Metro facilities that would be affected; impact analysis should include:
    - Direct costs as well as the opportunity costs associated with disruption;
    - How alternatives would change access (ingress/egress) to existing Metro facilities, including any required revisions to internal circulation;
    - Direct impacts to Metro's planned base expansion along 6th Ave S.; and,
    - Regular and game day (e.g. Mariners, Seahawks) analysis.
- Ensure that the methodology for analyzing transit impacts is sufficiently robust to provide the information Metro and decision-makers need to support Metro and secure a priority long-term transit pathway(s) for buses in key locations such as SODO.
- Consider person-delay, in addition to total vehicle delay, when evaluating permanent and construction impacts.

- Address cumulative traffic impacts during the construction period quantitatively;
    - Include operating costs of detours/reroutes during station construction.
    - Game day and other special events at CenturyLink Field or T-Mobile Park should be included in this analysis
- Address impacts to existing on-street bus layover and bus stop locations displaced by the project.
- Evaluate how direct impacts to existing SODO/C-ID pathways (i.e. E3, 4th Ave S, and 5th Ave S) would affect service, and include a specific review of the demographics of priority populations served by the impacted service.
- Continue to consider creative solutions to keeping the E3/SODO busway open (at a minimum a single lane with pullouts), including looking at the parcels to the east of SODO station to better understand if a station program that extends the footprint to the east that could provide the needed ROW for north/south bus operation to and through the station area.
- Evaluate the expected timing and duration of disruptions to Link light rail service as new lines are tied in, and the plans for rail and bus operations during those time periods.

Alternatives

Metro does not have a specific preferred alternative at this stage. It is important to note, however, that the 4th Ave S C-ID station option would result in significant and unavoidable local and regional transportation impacts that would seriously affect Metro's ability to provide effective mobility along that high-demand and high-volume corridor. Both 4th Ave S C-ID stations would shift thousands of vehicle trips daily into the International District neighborhoods, which would directly conflict with Metro's 5th Ave S trolley bus pathway from Atlantic Base and provide an undetermined pathway for revenue and deadhead service using 4th Ave S. The 5th Ave S station options are much better able to meet regional mobility needs during construction, which is expected to last upwards of 10 years.

Potential Mitigation

All of the alternatives impact the E3 busway as well as Metro facilities and operations in SODO/C-ID to varying degrees. These impacts are inclusive of revenue service, deadhead service, and layover on busway; Ryerson base access and displacement, Central/Atlantic base access, and Central base expansion; and 4th Ave S and 5th Ave S pathways. Sound Transit has a shared need to partner with Metro and a responsibility to accurately assess impacts during the construction period and for the permanent condition. Sound Transit should establish, fund, and advocate for a mitigation program that keep Metro vehicles and customers moving while minimizing any increases in travel times.

Metro Staff Responsibilities

Going forward, Stephen Crosley will continue to be the lead participant and main point of contact for Metro. Gillian Zacharias will be responsible for Metro's internal coordination in support of its role as a Participating Agency during the NEPA and SEPA environmental review process. Their contact information is as follows:

Stephen Crosley
Transit Integration Program Manager
King County Metro Transit
King Street Center
201 S. Jackson St, KSC-TR-0413
Seattle, WA 98104-3856
206-477-5795
SCrosley@kingcounty.gov

Gillian Zacharias
Senior Environmental Planner
King County Metro Transit
King Street Center
201 S. Jackson St, KSC-TR-0431
Seattle, WA 98104-3856
206-477-7915
Gillian.Zacharias@kingcounty.gov

Thank you for this opportunity to comment on the alternatives and scope of the EIS. The WSBLE has the potential to provide a significant benefit to the regional network and Metro will continue to work with Sound Transit in our role as a Participating Agency. We believe that implementing the recommendations above will disclose important information needed to develop a balanced Preferred Alternative and to assist the public and decision-makers in selecting the best option.

We look forward to continuing our collaboration to achieve the best project for our shared customers across the region.

Sincerely,

Rob Gannon
General Manager
King County Metro Transit Department

Enclosure 1. Metro Early Scoping Response Letter, March 5, 2018

WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
COOPERATING AGENCY DESIGNATION

☐ Yes, King County wishes to be designated as a cooperating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☑ No, King County does not wish to be designated as a cooperating agency for the proposed WSBLE Project. However, King County does wish to be designated as a participating agency.

☐ No, the King County does not wish to be designated as a cooperating agency for the proposed WSBLE Project. The County also does not wish to be designated as a participating agency because:

- ☐ agency has no jurisdiction or authority with respect to the Project
- ☐ agency has no expertise or information relevant to the Project
- ☐ agency does not intend to submit comments on the Project

Rob Gannon _____ (Sign – Authorized Representative)

ROB GANNON _____ (Print)

GENERAL MANAGER _____ (Title)

1 APRIL 2019 _____ (Date)

Please return by **March 18, 2019** to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301

King County
Department of Transportation
Metro Transit Division
Service Development
201 S. Jackson Street
KSC-TR-0426
Seattle, WA 98104-3856

March 5, 2018

WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Dear Ms. Swift:

Thank you for the opportunity to submit comments on the West Seattle and Ballard Link Extension's (WSBLE) purpose and need. In our joint 2014 Transit Integration Report, "Getting there together," King County Metro and Sound Transit envisioned urban transit facilities that would feature reduced travel time, a seamless system, and better customer experience. In order to reach these goals, Sound Transit should consider the following features for the WSBLE project.

Tunnel Options – Sound Transit should consider a tunnel concept in West Seattle and under Salmon Bay in Ballard. A tunnel in West Seattle would allow stations to be located for better bus/rail integration. Other benefits include greater opportunities for transit oriented development and better urban design. The Alaska Junction station will be a critical location for seamless transfers between bus and rail. The representative location of the Avalon station is also not conducive to bus/rail connections and would limit potential transit oriented development. A tunnel under Salmon Bay in Ballard should be investigated to ensure reliability for the entire transit system by avoiding closures.

E-3 SODO Busway – The SODO Busway is a critical Metro Transit path from southeast King County to downtown Seattle. This bus-only transitway provides fast and reliable travel for transit customers that are not and will not be served by existing or planned Link lines. For this reason, King County Metro's long-range vision states that buses will continue to use this path at least through 2040. Some peak-only routes – which are not shown in the 2040 METRO CONNECTS vision – are also assigned to use the Busway. The Busway provides over 1,200 linear feet of layover space, available 24/7, for 21 buses. Busway layover has become increasingly important as Metro's Ryerson, Atlantic,

and Central bases have reached full capacity. King County Metro plans to install comfort stations on the Busway as well. It is essential to Metro's operations that Sound Transit explore light rail concepts that would maintain all bus operations on the SODO Busway.

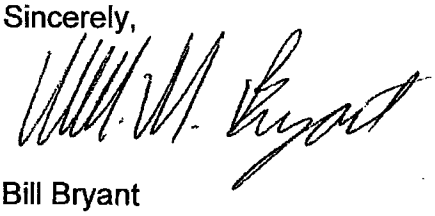
Trolley Network – Sound Transit must maintain efficient access for Metro's trolley bus network to Metro Atlantic Base. The representative location of the International District Station would eliminate the only current wired path for Metro trolley buses to reach the base, which is necessary for continued operation of the trolley system. Trolley routes currently account for about 20 percent of Metro's weekday transit rides and the current fleet is expected to remain in service until 2035 or later. Maintaining an efficient trolley system is an important component of King County's sustainability commitment.

Alignment and Station Options – Establishing the highest quality rail/bus transfer environment to enable effective system integration at certain stations is a central and shared Metro/Sound Transit goal. These high-transfer stations must be strategically located in dense employment and/or residential nodes that serve as anchors for both bus and rail lines. The Sound Transit Board should investigate alignment options to cross the Duwamish River and reach Alaska Junction. Similarly, an Interbay station more than a very brief walk from 15th Avenue West and the Dravus urban village would be more difficult to effectively integrate Metro with Link and would likely create a less efficient network.

Interim Terminus – The interim terminus of the West Seattle to Downtown Seattle Link Extension, currently considered to be located at SODO Station, may not provide the seamless downtown connection that will be needed in order for Metro to convert any significant share of West Seattle area routes into Link feeder routes and may present load issues for the train between SODO and International District Station.

King County Metro excited to collaborate with Sound Transit to significantly expand transit access to passengers throughout the Puget Sound region. Please contact Lacey Jane Wolfe at 206-263-0802, ljwolfe@kingcounty.gov for questions of further discussion related to the WSBLE project.

Sincerely,



Bill Bryant
Managing Director
Service Development

City of Seattle

April 2, 2019

Lauren Swift
Central Corridor Environmental Manager
401 S Jackson St
Seattle, WA 98104

Dear Ms. Swift,

Thank you for the invitation to participate as a Cooperating Agency and the opportunity to provide scoping comments for the environmental process for the Sound Transit West Seattle and Ballard Link Extensions (WSBLE) Project. This letter details the comments and concerns of City of Seattle staff as you determine actions, alternatives, and impacts to be evaluated in the Draft Environmental Impact Statement (DEIS). The City appreciates the ambitious scope and timelines for this project and continues to be committed to helping Sound Transit deliver this project on schedule. The detail in the City scoping letter is provided to state our support for the WSLBE project moving forward and to flag key issues that the DEIS needs to cover, in order to help Sound Transit avoid delays or additional environmental review. In addition to the specific comments attached in the Technical Memo, the following reflect fundamental areas of specific importance.

Alternatives Development

The City commends Sound Transit for the extensive planning and public engagement activities that have informed the alternatives development phase of the project. This advancement of technical work and engagement successfully narrowed the range of potential DEIS alternatives from hundreds down to a few and built agreement in most project segments for what impacts and refinements should be studied. The resulting Level 3 Alternatives should both be advanced for further study in the DEIS. However, as the DEIS further refines these alternatives, Sound Transit must ensure enough flexibility to fully bracket the range of potential environmental impacts and allow for decision-makers to assemble a final alignment that combines the most promising individual segment option(s). The environmental process will need to accurately show the tradeoffs of different station configurations throughout the line. That will help identify options to avoid and/or minimize disruptive impacts for future alignments decisions. The City would like to see additional study, problem solving, and refinements in the West Seattle, Chinatown/International District, SODO, and mid-town segments. In contrast, Sound Transit should feel confident that the final alignment selected in Ballard, Interbay, Uptown, and South Lake Union will be within the range of possibilities represented by the two Level 3 alternatives.

Equity and Mitigation

The segments in the Chinatown/International District and West Seattle include the highest concentrations of communities of color along the project corridor, and as highlighted in the project's Racial Equity Toolkit, should include consideration in the DEIS as follows:

- The Chinatown/International District is a unique hub of cultural importance for the city and its Asian American communities. Historically, the C/ID has endured a disproportionate share of impacts from infrastructure projects, from the Second Avenue Extension in the 1920s to the building of I-5 in the 1960s, Kingdome construction in the 1970s, the Downtown Seattle Transit Tunnel in the late 1980s, and the Seattle Streetcar in the 2010s. Now, as Sound Transit prepares to evaluate alternatives for a new light rail station in this community, the C/ID alignment and station location appear to be the single area of the project with the greatest remaining challenges to resolve. The environmental process will need to study and accurately show the tradeoffs of different station configurations in the neighborhood and to identify options to avoid and/or minimize disruptive impacts. If impacts cannot be avoided or minimized there must be adequate mitigation to offset both short-term construction and long-term impacts.
- The Delridge station area is also a focus of racial equity due to the communities of color and low-income residents along the transit corridor expected to access the proposed Delridge and Avalon stations via bus. These include the High Point, South Delridge, Highland Park, and White Center neighborhoods and South Seattle College. The environmental phase must evaluate enough design options to ensure seamless bus/rail connections at Delridge and Avalon Stations, recognize the importance of this regional intermodal transit hub, and identify impacts to the surrounding neighborhoods that might need mitigation if those impacts cannot be minimized.

Transit Operations

The WSBLE project proposes critical new transit connections that will serve hundreds of thousands of riders each day. We encourage Sound Transit to ensure that the project results in efficient, safe transportation operations and intermodal connections to bus and rail throughout the full length of the corridor that maximizes the project benefits. In-depth and robust traffic analysis for vehicles, freight, pedestrians and bicycles will also be needed.

Consistency with City Plans, Policies, and Regulations

As detailed in the attached memo, Sound Transit's environmental review process should ensure that the project alternatives being analyzed are consistent with city policy, plans and regulations and if not, to document variances and inconsistencies. In addition, Sound Transit should ensure that the DEIS fully discloses construction and long-term impacts and identifies creative solutions to minimize those impacts or appropriate mitigation. Sound Transit should ensure that the DEIS comprehensively evaluates the potential for business and residential displacements and relocations. Finally, as the City's role in future permitting and SEPA actions, we stand ready to assist Sound Transit in the environmental process to meet those future rigorous requirements.

Comments on Purpose and Need

The City would also like to offer the following comments on the project Purpose and Need. The City of Seattle offers the following *italicized* modifications:

- Improve regional mobility by increasing connectivity and capacity through downtown Seattle *and the Center City* to meet projected transit demand.

- Implement a system that *balances local impacts with benefits and* is technically and financially feasible to build, operate, and maintain.
- Expand mobility and safety *for multiple modes and users, including freight, bicyclists, pedestrians, those with limited mobility, and all ages and maximize ridership* for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, *affordable housing*, and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies. *Make equitable investments in project services and benefits to historically underserved communities along the alignment, especially people of color and low-income populations.*

This project is the lynchpin for future mobility both within the City of Seattle and also for the Central Puget Sound Region. The connections that converge in downtown Seattle among the three Link lines and the regional transportation network will facilitate travel not just for the light rail extensions to West Seattle and Ballard, but for extensions to Tacoma, Redmond, and Everett as well. The future of the City of Seattle and the region's transportation system is therefore dependent on the success of Sound Transit and the continued build-out of the rail system. This DEIS will help chart the course for success. We appreciate the opportunity to partner with Sound Transit on this crucial project.

Thank you for the opportunity to comment and we look forward to continuing to cooperate on this project.

Sincerely,

Sam Zimbabwe
Director, Seattle Department of Transportation

cc: Shefali Ranganathan, City of Seattle Deputy Mayor

ISSUE: Acquisitions, Displacements, and Relocations

The DEIS should evaluate potential impacts to the following:

- Potential physical, economic, and cultural displacement of residents and businesses, as well as potential racial disparities in displacement outcomes, through the following lenses:
    - anticipated net physical displacement due to direct site acquisitions and redevelopment
    - anticipated economic displacement from rent and property tax increases, based on market trends and historical housing and land price changes in similar station areas, . Economic displacement occurs when a household is compelled to relocate due to the economic pressures of increased housing costs or other costs of living.
    - anticipated cultural displacement, based on any anticipated physical or economic displacement of cultural anchors, community-serving and culturally relevant businesses, and community members that could reduce a sense of belonging for the existing community overall. Detailed analysis will be particularly important at the Chinatown/International District and Delridge Station sites. Sound Transit should identify the anticipated "non-acquisition development outcome" of each potential acquisition site - to recognize some sites have higher potential than others of remaining, or becoming, culturally relevant due to the degree to which existing owners are socially embedded in community and invested in community ownership and legacy. To steward and support strong communities, ST should minimize the acquisition of sites that have high potential of being community-based assets on their own, recognizing that institutional development is less well positioned to restore social networks lost through an acquisition process.

ISSUE: Construction methods

The DEIS should evaluate potential traffic, air quality, and public right-of-way impacts of construction of the project. The DEIS should also analyze

- how using a single large-diameter tunnel boring machine instead of twin smaller boring machines could affect environmental impacts through downtown Seattle.
- Method of tunnel spoils removal (truck vs conveyor, other) for all stations and importantly the CID, midtown, SLU and Ballard stations.
- Relative impacts of elevated vs at-grade vs cut-and-cover tunnel vs bored (single and double) tunneling

ISSUE: Coordination

- Project coordination: Sound Transit, the City and project proponents must coordinate planning and design activities among a number of projects, as well as WSBLE support facilities that require additional land (TPSS, vent shafts, maintenance access, etc.). These include:
    - Magnolia Bridge replacement
    - Ballard Bridge replacement
    - Seattle Center Arena development
    - WSDOT SR-99 replacement
    - Memorial Stadium redevelopment
    - Expedia campus development
    - Armory redevelopment study
    - RapidRide H

- Madison BRT
- Jackson Hub
- Westlake Hub
- 4th Ave Viaduct
- Imagine Greater Downtown
- SPU Ship Canal Water Quality
- SCL Denny Substation Transmission and Distribution

- Event coordination: The Seattle Center campus (located within the Uptown Arts and Cultural District) is home to community and cultural events year-round. These include the Seattle/King County Clinic, Seattle Center Festál, Winterfest, the Northwest Folklife Festival and Bumbershoot, performances at the Mural, numerous marches, walks and runs, and other arts, entertainment and sporting events hosted in venues on the Seattle Center campus. These events, and the passive enjoyment of the public open spaces on the campus, could potentially be disrupted by noise, vibration and transportation impacts related to construction activities. The DEIS should consider the schedule of events and the potential impacts. Seattle Center is willing and ready to work together with Sound Transit to help understand the event schedules on the campus and to mitigate potential impacts when planning for construction of the WSBLE. The DEIS should also consider the schedule of events throughout the project area while planning construction sequencing and staging.

ISSUE: Economics

- The DEIS should evaluate potential impacts of long-term, ongoing impacts of transit operation and land acquisition on local and regional economic conditions, and the short-term impacts of construction (including due to subsurface tunneling activity) on businesses and business districts.
- The DEIS should evaluate impacts to the Duwamish Manufacturing Industrial Center, including port terminals and facilities (especially water dependent uses on the shoreline) as well as to the supporting freight infrastructure.

ISSUE: Ecosystems

The DEIS should evaluate potential impacts to the following:

- All temporary and permanent construction-related impacts and areas, including staging areas, access road construction, borrow sites, spoiling sites, etc.
- Waters of The U.S., State, And City: The DEIS should disclose the location, characteristics, functions, and values and the acreages of Waters of the U.S., Waters of the State, and waters/wetlands regulated by the City of Seattle but not by federal or State agencies likely to be affected. The DEIS should address direct, indirect, and cumulative adverse impacts to these waters/wetlands. Potential impacts to waters/wetlands include, but are not limited to, sedimentation, turbidity, removal of riparian vegetation, stormwater runoff, water quality impacts, bank erosion, bank hardening, loss of natural floodplain, and so forth. The DEIS should address opportunities for improving the quality and quantity of these areas in the design and siting of proposed facilities; mitigation sequencing; and then compensatory mitigation for any residual unavoidable impacts to these waters/wetlands, as per requirements in the City's Environmentally Critical Areas (ECA) provisions (SMC 25.09.065 and 25.09.070), as well as requirements in other federal and State regulations. The scope of the impacts and analysis of mitigation options will require consultation among these agencies. The DEIS should describe this consultation process and its outcomes. The DEIS must examine the natural resource impacts of proposed alternatives even if they would not result in direct impacts resulting from fills. This proposal will trigger a local government ECA review, which is the point where SDCI will formally review the project for consistency with the applicable ECA regulatory standards. An ECA Exception (SMC 25.09.300) may be triggered if the proposal is not allowed by the City of Seattle's ECA

regulations (SMC 25.09.160 in particular). The proposal would need to be consistent with general development standards in SMC 25.09.060, which address potential ecological impacts, as well as development standards in SMC 25.09.065 for mitigation, SMC 25.09.070 for tree, vegetation and impervious surface impacts and SMC 25.09.160 for development in wetlands and their buffers.

- Urban Forest: The DEIS should address direct and indirect adverse impacts to the City of Seattle's urban forest infrastructure (viz. the City of Seattle's Tree Protection regulations as embodied in SMC Chapter 25.11 and in associated guidance and policies found in SDCI Director's Rule 16-2008 and in the City of Seattle's Executive Order 03-05). The City of Seattle has made important strides in assessing the extent and health of its urban forest, which include trees on private and public properties (parcels) and in developed and undeveloped rights-of-way. The DEIS should evaluate and disclose the specific direct, indirect, cumulative, temporary, and permanent adverse impacts that may affect trees in the urban forest. The DEIS should apply mitigation sequencing to potential impacts related to trees in the City of Seattle's urban forest and should propose mitigation for unavoidable adverse impacts to those trees and the urban forest. The DEIS should also identify best management practices that would be used to ensure the protection (during construction and operation) of crowns and root zones of trees identified to be retained. Please reference the Seattle Center Century 21 Master Plan Landscape Guidelines for detailed description and recommendations regarding Legacy Trees on the campus.
- Groundwater: The DEIS should address direct impacts related to groundwater particularly as to the impacts of tunneling in the dewatering of previously filled wetland and/or marine lands. For example, tunneling would occur in areas of the City that were formerly intertidal wetlands, intertidal mudflats, or unconsolidated marine seabeds and which have been filled over time. These fill materials can be perpetually saturated. Dewatering normally saturated fill during construction and/or operation can lead to subsidence or other indirect impacts.
- Wildlife: The DEIS should clearly disclose current wildlife usage along the proposed corridor (including wildlife migratory routes) and identify all significant impacts to wildlife species and wildlife habitats, including all potentially affected State Priority Species and Habitats and Species of Concern (including, for example, great blue heron, salmon and salmonid species, and bald eagles), all significant impacts related to the human recreational use associated with those species, and all economic impacts to wildlife resources and recreation. The DEIS should disclose the physical loss of habitat and reduction in diversity and habitat effectiveness that may be caused by the construction and operation of this proposal. The DEIS should address how the project would comply with the Migratory Bird Treaty Act and commit to an avian conservation plan (prepared in consultation with regulatory agencies and interested stakeholders) to address the potential for take and disturbance of birds and nests.
- Invasive species: The DEIS should disclose this proposal's potential to introduce new, or spread existing, invasive animal and plant species and pathogens (for example, Chytridiomycota) and other organisms that may cause disease or other adverse alterations to ecosystem functioning. The DEIS should disclose how the operation of this proposal would control vegetation, including invasive and noxious plant species, in and around the proposed facilities.

<u>ISSUE: Energy</u>

The DEIS should evaluate potential impacts to the following:

- Energy demands of deeper tunnel stations, for longer elevator/escalator runs, ventilation fans, etc.

ISSUE: Geology/Soils

The DEIS should evaluate potential impacts to the following:

- Geologic hazards per the Environmentally Critical Areas (ECA) code SMC 25.09, particularly in steep slopes near the Queen Anne Greenbelt (north tunnel portal) and Pigeon Point.
- Adjacent properties due to shoring and excavation, grading, dewatering, etc. per the grading code SMC 22.170

ISSUE: Hazardous Materials

The DEIS should evaluate potential impacts to the following:

- Contaminated soil and groundwater, and cleanup action plans (if applicable) per the grading code SMC 22.170

ISSUE: Historic and Archaeological Resources

- The DEIS must identify historic and cultural resources in the study area, both above and below ground, and assess and provide analysis regarding direct impacts, such as construction impacts (noise, vibration, dust, etc.) and demolition impacts, and indirect impacts, as well as cumulative impacts; particular focus should be on the cumulative impacts on the two historic districts within the study area - International Special Review District and Pioneer Square Preservation District and any city or federal designated landmarks. A clear methodology regarding the identification and analysis of historic and cultural resources should be provided, as well as documentation of the existing regulatory framework.
- The DEIS should consider impacts within meander line buffer or other known sites (reference SDCI Director's Rule 2-98 – note that some citations in Director's Rule may be out of date). Rule discusses minimum steps needed for analysis under "During Review of the Master Use Permit".
- Any new construction proposed within the International Special Review District and the Pioneer Square Preservation District will require Certificates of Approval from the relevant Boards. The Board will utilize the Secretary of the Interiors Standards for Rehabilitation in reviewing proposed projects. Additionally, the lead federal agency and ST should consider their Section 106 responsibilities with regard to cultural resources as early as possible in the process, and plan their public participation, analysis, and review in such a way that they can meet the purposes and requirements of both NEPA/SEPA and the Section 106 statutes in a timely and efficient manner. The City of Seattle is a Certified Local Government (CLG) and will participate in the Section 106 consultation process.
- The City has responsibilities under the Shoreline Code (SMC 23.601) to consult with affected Tribes and the State Department of Archaeology and Historic Preservation (DAHP) similar to consultation under the federal (Section 106) and state (Executive Order 05-05) consultation processes. To avoid duplication of efforts, shoreline permits for the project should be conditioned based on results of FTA's consultation with affected Tribes. The City has additional coordination responsibilities with state and federal agencies and affected Indian Tribes for mitigation sequencing when multiple permits are involved.

ISSUE: Human Health

- Public health statistics show that chronic diseases and health issues are inequitably distributed, with low-income neighborhoods and communities of color bearing a greater burden and demanding greater attention.

- The DEIS should evaluate potential impacts on human health due to the construction and operation of the project.

ISSUE: Land Use

Sound Transit should consider the following in urban design analyses and Transit Oriented Development studies that inform the Draft EIS:

- Overbuild and co-development opportunities: Identify opportunities for development above or integrated with stations (to maximize transit-oriented development potential) or identify the environmental impacts of not maximizing or limiting station sites for co-development. Clarify co-development opportunities in easily understood visual diagrams. Identify the anticipated acquisition and development schedules for land considered for acquisition as well as locations where an alignment or station alternative might preclude or limit opportunities for new land use or redevelopment.
- King Street-Union Station Multi-Modal Hub: The DEIS should coordinate with ongoing efforts to analyze the potential for developing King St Station and Union Station into a multi-modal hub, consistent with multiple studies over the years. Sound Transit should identify impacts the project could have on these efforts, particularly those that would preclude opportunities for joint development, over-track development along 4th, as well as co-ownership and long-term operations, and the potential for this hub to be an asset to the communities that have been underserved historically with infrastructure projects in the past, within adjacent buildings and existing or potential public plazas.
- Delridge Station: The DEIS should identify impacts the project could have on efforts to provide culturally relevant commercial, residential, services, and/or community uses.
- Ancillary Commercial and Community Station Uses: The DEIS should study the provision of space for retail, services, and/or community uses in key stations, examine the potential for culturally relevant uses and programming. Estimate the magnitude of additional costs of building stations to accommodate these other uses.
- Transit-Oriented Development: The DEIS should identify potential development opportunities for affordable housing on sites acquired for light rail construction and staging. Identify the relative opportunity for future affordable housing development across alternatives and among different potential acquisition sites within each alternative.
- Elevated stations within rights-of-way: factor in the actual costs, disruption and impacts (construction and permanent) to existing pedestrians, traffic and businesses, as compared to acquisition of and construction on ROW-adjacent properties, which can be co-developed with platforms that are integrated into TOD-supportive uses and structures, which support an activated public realm.
- Construction and staging acquisitions should factor in potential TOD redevelopment scenarios, including not only housing and community services but also public open space to support placemaking and intermodal connectivity.
- Acquisitions—even at fully underground stations—should provide for multiple and visible station entrances at grade, sized and located to meet projected pedestrian capacities and desire lines, including transfers to other travel modes. Where appropriate, major entrances should be integrated with existing or potential new plazas or and public open spaces that can serve as community focal points and activity centers.

ISSUE: Noise and Vibration

The DEIS should evaluate potential impacts to the following:

- Noise associated with Elevated trackways
    - Operation of trains on rail
    - Maintenance of the rail including schedule
- Mechanical and ventilation system placement in relation to sensitive noise receptors
- Noise associated with rail stations, in relation to sensitive receivers. Specific attention to residential use properties, research facilities, KEXP radio at Seattle Center etc.
- Noise associated with soil-freeze and ground freezing (if required for ground water control)
- Noise associated with dewatering process
- Construction and operational impact mitigation to include notification of affected property and business owners

ISSUE: Parkland and Open Space

The DEIS should evaluate potential 6f/4f/Initiative 42 impacts due to direct use, construction use, or shadowing to the following resources:

- Kinnear Park
- Queen Anne greenbelt
- West Duwamish greenbelt
- West Seattle golf course
- Interbay golf course
- Interbay p-patch
- Delridge Playfield and Community Center
- Junction Plaza Park
- Gemenskap Park (14th NW)
- Westlake Park (due to increased usage)
- City Hall Park (due to increased usage)

- Construction analysis should anticipate need for revocable use permits to allow for temporary use of park property during construction.
- Identification of any possible construction staging areas that might be on Park properties or easements

ISSUE: Public Services, Safety, and Security

The DEIS should evaluate potential impacts to the following:

- Seattle Fire Department emergency response plan
- Effects on emergency response routes and response time throughout affected travel corridors
- Maintenance of light rail life safety systems
- Design, installation and commissioning for life safety systems
- Emergency response access during construction to worksites and adjacent properties
- The DEIS should identify environments/facilities and situations that do not currently exist to inform training plans for emergency response personnel
- Water supplies to fire hydrants and emergency equipment (e.g. fire pumps and sprinkler systems) should not be impaired

ISSUE: Public Utilities

The DEIS should evaluate potential impacts to the following:

- Royal Brougham: Large Waste Water pipe needing bypass during construction

- Ship Canal: Outfall impacts and offsets. Required clearance of stormwater tunnel and its assets.
- Golf course as detention: The DEIS should evaluate opportunities for stormwater detention. In the Delridge area, Sound Transit should be aware that the West Seattle Golf Course may already be fully utilized as detention for Longfellow Creek.
- Pigeon Point/West Seattle Greenbelt: Slope stability issues; please include in drainage report any potential downstream impacts that could result from new drainage infrastructure.
- Queen Anne Greenbelt: Slope stability issues; please include in drainage report any potential downstream impacts that could result from new drainage infrastructure
- The DEIS should identify any possible construction staging areas that might be on SPU properties or easements.
- For acceptable clearances from Seattle City Light (SCL), please see SCL Construction Standard 0214.00. Locations, dimensions and depths of SCL's vaults, manholes, hand holes and duct banks within the plans affecting areas must be verified (e.g. pot hole) prior to construction to avoid any damages to existing SCL facilities. This information will be especially needed if ST3 project intends to excavate near SCL facilities. SCL has duct banks with energized primary (13,000 volt and 26,000 volt) cables within the project boundary. Contractor(s) need to exercise care in excavating and must contact Seattle City Light to arrange a safety standby when working within 5 feet of SCL's electrical facilities. One important item to note is that trees, vegetation, planter boxes, etc. are not allowed within 2 feet of SCL vaults and ducts. Minimum clearances shall be maintained from the proposed new elevated structures to the existing transmission and distribution lines.
- The DEIS should perform a comprehensive evaluation (i.e. transportation impacts, environmental, real estate, etc.) of the proposed alternative utility corridors for the possible relocation of the existing SCL Transmission and Distribution systems, either within or outside the project impact areas of the identified level three alternative(s)The DEIS should evaluate anticipated right of way, utility access/maintenance agreements, easements etc. necessary to support the legal, safe, and continued reliable operation of the utility system. Therefore, it is anticipated that The ST3 DEIS will be inclusive of any and all Seattle City Light actions foreseeable at the time of the Draft EIS.
- West Seattle Bridge: There are existing 34 kV overhead distribution circuits located on both the north and south side of the existing West Seattle bridge which may conflict with the two proposed elevated crossings over the Duwamish Waterway. Again, any proposed alternate routes for rerouting the 34 kV should be included and evaluated as part of the DEIS scope. The proposed elevated structures on both the north and south sides of the West Seattle Bridge appear to conflict with an existing transmission and distribution lines at 2nd Ave South and South Spokane Street.
- E3 Busway: SCL and ST have been discussing required clearance and alternatives to the proposed relocation of the existing 230 kV overhead transmission lines and 26 kV distribution lines along the existing E3 Busway. Planning/preliminary efforts between ST and SCL began in 2018 should continue during the DEIS.
- SCL has proposed a 230 kV transmission line (MA-DN) from the Denny Substation in South Lake Union to the Massachusetts Substation in SODO, scheduled to be constructed 2021. ST should continue to evaluate and ensure that minimum clearances are met for both overhead and underground portions of the proposed MA-DN Line: 25' for transmission lines and 14' from distribution lines.
- SCL MA-DN Line (underground): ST's Level Three alternatives identify several locations along our existing and proposed transmission line. Specific areas of concern are the along portions of 6th Ave (James St to Jefferson St), and along 5th Ave from Jefferson south to S Charles Street, in which there are shallow bore options and cut/cover options proposed. We encourage ST to continue working with SCL to coordinate the final planning/design phases of the selected route with SCL. Should the

proposed MA-DN line need to be routed to an alternate corridor, the corridor evaluations should be included as a part of the DEIS scope.

- SCL MA-DN Line (overhead): 6th Ave S, South of S. Royal Brougham Way to S Massachusetts; thence west to Massachusetts Substation: ST at grade, elevated, and tunnel options should be evaluated to address minimum clearance requirements, as well as impacts that ST alternatives will have to SCL structures (i.e. pole foundations, vaults, transformers, etc.)
- Mercer St and 8th Ave N(approx. 100' east of intersection), Republican and 6th Ave N, Harrison St and Taylor Ave N (approx. 75' east of intersection): proposed bore tunnel alignments conflict with existing SCL 115 kV alignment. ST to check to ensure lines are protected during construction and maintain required underground separation distances. Also, there is one circuit of 115 kV overhead transmission line and support foundation which may be impacted by the proposed tunnel bore alignments (Harrison St and Taylor Ave N)
- There are existing SCL duct banks and vaults throughout the project areas that are not shown in the plan design drawings for SCL to assess overall impacts to our existing Underground Network System. System upgrades, feeder relocations, and overall impacts should be continued to be evaluated by ST throughout the planning and preliminary engineering stages. Cut/cover construction options proposed for sections of tunnel and/or stations may be cause a high level of disruption and technical engineering challenges. We recommend that ST continue to study/evaluate impacts to their proposed alignments with respect to these existing underground feeders.
- ST3 Representative Alignment along 15th Ave NW may conflict with the existing 26 kV overhead Distribution lines on both the east and west side of 15th Ave NW. These are double circuited alignments (i.e. two circuits on each side) which may be difficult to reroute/relocate.
- In general, only one service connection is allowed per station location.
- ST should continue to work to identify the locations of the proposed traction power substations (TPSS). Redundancy of primary feeders required by ST for TPSS facilities must be agreed to with SCL years before construction or route is finalized. Metering locations should also be considered and made accessible to SCL personnel .
- Required outages will need to be coordinated through Seattle City Light's Systems Operation Center. To the extent practicable, consider design and construction methods which limit the requirement for long term power outages, especially as they relate to the existing transmission system. Transmission outages may need to be coordinated regionally. Typically, only one transmission circuit will be de-energized at any given time and the amount of time allowed may/may not coincide with proposed future construction schedules. Planned outages should be discussed with Seattle City Light staff a minimum of one year in advance to allow ample time to coordinate and request outages.
- The DEIS should evaluate necessary improvements/impacts to the Street Lighting system. Identification of any possible construction staging areas that might be on SCL properties or easements

    General Note: ST should continue to work with regulatory partners to look for streamlining opportunities, such as WSDOT and SDOT for the route selected, and include all utility work/relocation and upgrades necessary to support the selected alignment with those opportunities, if feasible. The DEIS should be inclusive of all Seattle City Light actions that will be required to accommodate the project (i.e., the full breadth of environmental impacts from the Project inclusive of all coordinating parties' activities).

<u>ISSUE: Social Impacts, Community Facilities, and Neighborhood resources</u>

The DEIS should evaluate potential impacts to the following:

- Involve underrepresented communities in mitigation identification

- Consider access to assets: Parks and open spaces, cultural and community centers are assets Hillside open spaces can also negatively impact mobility. The DEIS should consider the impacts and migration related to access to the neighborhood's assets.
- Access to opportunity: Identify connections with nearby opportunities (such as schools, or low-barrier employers such as hotels) and social determinants of health (such as open spaces and community centers). Consider hillsides and other barriers to pedestrian access to such assets. Use the information to inform siting, pedestrian connections, and built improvements.

ISSUE: Transportation Environment and Consequences

The DEIS should evaluate potential impacts to the following:

- The West Seattle to SODO portion of the project is proposed for completion in 2030 with a connection to downtown not occurring until 2035. During peak periods, West Seattle riders would be attempting to transfer to completely full Central Link trains. Alternatives to this proposal should be evaluated. The DEIS will need to consider the potential number of people transferring from one train to another and whether there will be enough space on the platform to accommodate a smooth transfer.
- ID Station transfers: Analyze potential effect on inter-modal connections.
- Westlake Station transfers: Evaluate connections to streetcar, monorail, surface-level bus, and other Link line. Will need good wayfinding signage and capacity for high volume transfers between Link lines.
- Midtown Station depth and elevator-only access: The DEIS should evaluate the effect of elevator-only access on ridership and consider opportunities to include horizontal station access. The DEIS should also evaluate opportunities to enhance station access by seamlessly integrating with Madison BRT.
- Delridge bus/rail integration: Pedestrian movements between bus stops and rail platforms need to be thoughtfully analyzed with safety as highest priority in mind. More people will be crossing major streets to transfer between modes.
- South Lake Union bus/rail integration: Evaluate connections to streetcar and surface-level bus. Will need good wayfinding as you transfer from underground to surface-level transit.
- E3 busway displacement: The DEIS will need to evaluate the effect on transit, general purpose and freight operations due to displacement of buses from E3 busway and/or due to restrictions or modifications in access to King County Metro's Central/Atlantic and Ryerson bus bases.
- Bus layover footprint: Effect of layover demand on station footprint, circulation, and cost
- Freight: Along the WSBLE alignment, the Freight Master Plan denotes severe freight bottlenecks along the West Seattle Bridge, S Spokane St, and the 1st Ave S bridge. All potential alignments affect these locations, these bottlenecks. The DEIS should evaluate how construction of any one of these alignments can mitigate intensified bottlenecks along these segments.
- Bike: The WSBLE closely aligns or parallels part of the regional bicycle network within the City of Seattle. The DEIS should consider how bicycle access to stations along the alignment can leverage the existing regional network. Additionally, this may be an opportune time to evaluate the value of potential multi-modal hubs (or shared-mobility hubs) at the ends of the line, in West Seattle and in Ballard.
- Pedestrian: The DEIS should use the priority investment network in the Seattle Pedestrian Master Plan as a base layer to be able to better align transit investments with warranted pedestrian improvements, especially if it improves access to the stations and/or corresponds with priority pedestrian corridors such as safe routes to school.

- The DEIS should include a volume/capacity analysis for all collector arterial or higher classification intersections within the half-mile general study area at all proposed stations. This is especially important at the termini, West Seattle and Ballard. In the downtown area, analysis should evaluate impacts of 5th versus 6th Avenue alignments and should evaluate construction conditions and impacts to the pedestrian network from the pedestrians accessing the stations.
- Study the full impacts of elevated stations, including the needed stairs, elevators, structure and other vertical elements that impact grade. This is especially critical when stations are proposed within existing Rights of Way, where sidewalks and other movement facilities need to be expanded to support transit rider capacities. Consider locating platforms and vertical elements on adjoining properties to reduce ROW impacts and create elevated structures that can be integrated within the overall streetscape, with street-level activation where possible.
- The DEIS should identify impacts to lane/sidewalk widths and/or number of lanes/feet of sidewalk (travel, transit, bike, freight, pedestrian) due to elevated guideway columns and/or stations.
- The DEIS should also identify any temporary (with estimated duration) reduction in space for travel/freight/transit/bike/pedestrian use during construction.
- Transportation Network Companies(TNCs) will have a significant impact on traffic operations and circulation near the station areas and current methodology does not indicate how the impact of TNCs and circulation patterns will be evaluated. This is an integral part of the analysis for the project and should be included. How TNC pick-up and drop-off will interface/interact with private passenger pick-up and drop-off circulation patterns near the station need to be studied
- The transportation section of the DEIS should examine a full range of potential transportation impacts, including impacts to local arterials and roadways, bus and streetcar operations, pedestrians, bicyclists, freight, and parking. The analysis should consider permanent impacts from the completed project as well as impacts due to construction activity, including truck traffic from excavation and tunnel spoils removal.
- Identification of impacts to local arterials and roadways should include impacts both to individual intersections and along corridors.
- Analysis of hide-and-ride parking impacts, and identification of measures to reduce such impacts, will be particularly important at terminal stations.
- During the DEIS, Sound Transit should closely coordinate with SDOT to fully evaluate and understand any potential impacts to the dozens of bridges, areaways, stairways, and retaining wall structures located near the proposed project. This analysis should consider physical impacts to structures as well as operational impacts to movable structures such as the Ballard Bridge and Spokane Street swing bridge.
- Parking studies: The DEIS should include parking studies within one-quarter mile of the station. Please allow study to occur 18-24 months prior to scheduled station opening to allow sufficient time for data collection and stakeholder engagement. Note that for earlier ST projects, this timeline was 12 months and that has been too limiting, not allowing sufficient time for evaluation. SDOT expects similar scope language as previous Link Records of Decision regarding parking studies around light rail stations.
- Parking management: The DEIS should identify all necessary parking management infrastructure such as paint and signage and the labor for installation, within one-quarter mile of the station.
- The DEIS should evaluate opportunities to reduce construction impacts on on-street parking by limiting construction worker parking and/or staging in Seattle Right-of Way.

ISSUE: Visual and Aesthetic Resources

The DEIS should evaluate potential impacts to the following:

- Guideway Studies: Provide guideway design studies. Study how the very high guideways would be designed and provide alternative guideway designs. There will be many miles of guideways in Seattle and they will be running over and along our hills, waterways, and neighborhoods. The DEIS should be clear about illustrating the community and visual impacts of the guideways in various settings and must provide for the ability to choose from alternatives and fine tune them later.
- Bridge Studies: Provide visual and aesthetic analysis of the bridge alternatives. Provide state of the art visual communication of the bridge alternatives. Coordinate with the City of Seattle to identify views from the vantage points of a representative sample of those who will be able to see the bridges.
- Portal Studies: Provide visual studies of the various portal alternatives. Provide analysis of the non-motorized context at the portal and impacts to these of the location and design alternatives.
- Traction Power Substation (TPSS) Studies: Provide TPSS studies exploring various locations, typologies, and designs. Provide visual information about the TPSS site features and technology. Provide alternatives and explain the costs and benefits of them.
- The DEIS should analyze footprint, bulk and scale within the neighborhood context. Sound Transit should visually communicate, using the latest and best visualization technology and methods, how each proposed station and site development relates to the character of the surrounding built environment. During design development, Sound Transit should provide a graphic representation of streetscape compatibility, relation of proposed station to existing land uses, bulk and scale, open space (existing and potential).
- Light and Glare
    - Consider impacts per SEPA policies SMC 25.05.675K
    - Land Use code regulates or limits spillover light in specific regulations per zone
    - Shoreline Master Program regulates artificial light at night SMC 23.60A.152Q
- Public View Protection
    - Consider impacts per SEPA policies SMC 25.05.675P (scenic routes, specific protected places, certain views of Space Needle)
    - Consider impacts of any reduced views of shoreline, especially at street ends, waterways or view corridors on specific properties (based on analysis of permit records for shoreline sites near ST3 work)
    - Impacts on downtown view corridors per SMC 23.49.024. If alignment is in tunnel, above-ground stations still must comply.
- Shadows on Open Space
    - Impacts per SEPA policies SMC 25.05.675Q, especially street ends in shoreline
    - Shadowing overwater, especially near-shore or where structure is close to water
- Additional considerations:
    - Take topography into account in visual and aesthetic analysis
    - Provide data on the cumulative visual impacts of infrastructure in the Seattle landscape
    - Involve underrepresented communities in mitigation identification

ISSUE: Water Resources

The DEIS should evaluate potential impacts to the following:

- Shorelines
    - Potential overwater and in-water impacts. The proposed extensions will include development in the Shoreline District over or under the Ship Canal and within 200 feet of

the Ship Canal and at the Duwamish Waterway and within 200 feet of Ordinary High Water in this area. Overwater impacts and in-water impacts were studied as part of 520 bridge DEIS and permitting, so can provide possible guidance.

- Habitat and ecological impacts of new overwater coverage and in-water development (e.g., shading, increased potential for predation to salmonids, displacement of aquatic habitat, dredging, aquatic vegetation impacts, water quality, stormwater runoff, etc.). due to potential bridges over water or in water (e.g., bridge supports, fill).Habitat mitigation will likely be required per requirements in the City's shoreline code (SMC 23.60A.152, SMC 23.60A.158) as well as other state and federal regulations. The scope of the impacts and analysis of mitigation options will very likely require consultation among these agencies. The earlier these consultations can begin, the better.
- Any changes to vegetation or impervious surface within the Shoreline District. These changes will need to be consistent with standards in SMC 23.60A, including SMC 23.60A.152 and SMC 23.60A.190. Mitigation requirements may be triggered depending on impacts. The standards in SMC 23.60A.152 address several environmental impacts and mitigating measures, including surface and groundwater water quality.
- Potential for artificial lighting spillage into the Ship Canal or Duwamish Waterway from bridge lights or track lights will need to be analyzed as artificial lighting at night can cause substantial negative impacts to migrating salmonids (see SMC 23.60A.152.Q for relevant development standard in shoreline code). Impact methodology and analysis should utilize relevant research from local scientists from UW, NOAA, USFWS on effects of artificial light on salmonids in the Ship Canal and Puget Sound.
- Consistency with the City's shoreline code. This includes a number of development standards that the project will need to be consistent with beyond only SMC 23.60A.152, SMC 23.60A.158, and SMC 23.60A.190. These include the standards in Urban Industrial Shoreline Environment (SMC 23.60A.492-496), which includes height standards and the Conservancy Navigation Shoreline Environment (SMC 23.60A.240-248) for the water portion of the Ship Canal.
- Urban Maritime Shoreline Environment. If there will be construction or staging on the west side of the Ballard Bridge and south side of the Ship Canal, then the Urban Maritime Shoreline Environment will be applicable (SMC 23.60A.502-516).
- Standards for bridges and tunnels and train transit facilities. SMC 23.60A.196 regarding bridges and tunnels and SMC 23.60A.209 for train transit facilities are particularly relevant to this project and may impact design and associated environmental impacts.

- Riparian
  - Regulated streams. The project extension in West Seattle may impact at least one regulated stream (Longfellow Creek) and its associated riparian management area. Any development over or under the creek or within 100 feet of the creek is subject to standards in the Environmental Critical Area (ECA) Ordinance (SMC 25.09) with respect to a regulated stream and the riparian management area.
  - An ECA Exception (SMC 25.09.300) may be triggered if the development is not allowed by the ECA code (SMC 25.09.200 in particular). The project will need to be consistent with general development standards in SMC 25.09.060, which address potential ecological impacts, as well as development standards in SMC 25.09.065 for mitigation, SMC 25.09.070 for tree, vegetation and impervious surface impacts and SMC 25.09.200 for development within the riparian management area. Impacts to any vegetation within a riparian management area or changes to impervious surface or grading will need to be evaluated and mitigation measures may be required.

- Potential impacts to stream include sedimentation, turbidity, removal of riparian vegetation, stormwater runoff, water quality impacts, bank erosion, bank hardening, loss of natural floodplain, etc.

- Drainage
  - If groundwater needs to be discharged to the public system during or after construction there are specific guidelines for obtaining approval. These include maximum discharge rates, approved points of discharge, approved connections to the public system, groundwater contamination, flow control and billing of discharge. Dewatering to combined systems requires approval from the City, County and may require metering for billing. Dewatering to a Storm System that is contaminated requires permit approval from Department of Ecology.
  - City of Seattle Municipal Code Title 21.16 Side Sewers
  - City of Seattle Department of Planning and Development Director's Rule 4-2011

FACILITIES
UNIVERSITY of WASHINGTON

March 14, 2019

Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Sent via: wsblink@soundtransit.org

RE: Scoping Comments for West Seattle to Ballard Link Alignment Options

Thank you for the opportunity to express both our general support for, and specific concerns with the proposed West Seattle to Ballard Link alignment. The University of Washington supports the expansion of light rail transit in the Puget Sound Region to serve residents, employees and visitors. We look forward to continuing to discuss Sound Transit's plans. We understand Sound Transit has identified three alternatives to evaluate in an Environmental Impact Statement. For your consideration in the analysis of alternatives for the route and station locations, we provide information about our concerns for the segment of this alignment in South Lake Union near our UW Medicine biomedical research facilities and Downtown Seattle.

UW Medicine Biomedical Research Facilities in South Lake Union

The UW Medicine facilities at South Lake Union consist of four existing biomedical research and clinical buildings and one administrative and dry lab office building. The facilities are located on multiple parcels of land between Mercer and Republican Streets, and Dexter and 9th Avenues. They range in height from 4 to 8 stories and sit above 3-story, below-grade parking and service levels with close to 700,000 square feet (sf) of occupied space above grade and approximately 310,000 sf of below grade parking and service space. UW Medicine has actively supported the City of Seattle's South Lake Union planning and rezoning efforts and worked extensively with city staff to assure each building's uses and designs support the neighborhood plans and policies.

The facilities contain highly sensitive receptors and experiments which could be subject to potential significant impacts due to construction and operation of light rail near the buildings. Vibration and EMI impacts, in particular, could diminish or completely prevent the research that the individual buildings and this complex was specifically built to provide.

South Lake Union ST Alignments

For these reasons we do not support the Brown alignment nor the Green alignment through the South Lake Union/Denny neighborhood, as these alignments both run immediately adjacent to our below (and above) ground facilities along Mercer St. and Republican St.,

respectively. Of the three alignments shown in the ST scoping materials, the Purple alignment is the better of the three options, but the University would still have concerns as described below.

Scope of Impact Analysis Required

We believe significant unavoidable impacts could occur and that the following scope of analysis is required to determine those impacts and to inform Sound Transit's decisions regarding the selection of a preferred alternative and the ultimate Link light rail alignment. Our reasons are set forth below. They are also informed by the joint understanding we have with Sound Transit around testing, identification and resolution regarding impacts to sensitive receptors associated with the construction and operation of Sound Transit's University of Washington Station and future U District Station.

Vibration – As noted above, highly sensitive receptors to vibration are in very close proximity to the proposed Link alignment. The level and intensity of vibration on surrounding sensitive receptors from construction and operation of Link light rail due to proximity, depth, soil conditions, and other factors should be analyzed and demonstrated. Please note the variable soil and ground water conditions described below.

Electromagnetic Interference (EMI) - As noted above, highly sensitive receptors to EMI are in very close proximity to the proposed Link alignment. The level and intensity of EMI on surrounding sensitive receptors from construction and operation of Link light rail due to proximity, depth, soil conditions, and other factors should be analyzed and demonstrated.

Geology/Soils – Soil conditions greatly affect the ability to construct light rail (and its cost) and affect vibration and EMI. Light rail alignments have sometimes had to be moved later in the planning or design process due to the discovery of soil conditions. It is imperative that the soil conditions in this South Lake Union area (where the soils are known to be varied or poor and, in some places, contaminated) be thoroughly analyzed and well understood. Based on recent construction activities involving the UW Medicine buildings, we know the soil conditions are varied across the 750 and 850 blocks. Soils on the west side of the complex were comprised primarily of glacial till while soils on the east side were primarily loose fill as part of the Denny regrade. Contaminated soils were identified and removed as part of construction.

Construction Impacts – Impacts to sensitive receptors related to tunneling and station construction, proximity to significant construction truck trip pathways, and potential utility disruption should be analyzed and resolved.

Groundwater – Groundwater conditions can affect the ability to construct light rail and may result in long-term flow control issues. Based on recent work on the UW Medicine facilities, we know that groundwater elevation in the area generally ranges from 16 to 27 feet, which is approximately 20 to 30 feet below the first-floor building elevations. Parking and service levels in UW Medicine's buildings extend below the groundwater table.

Downtown Seattle

The University owns multiple contiguous parcels of land in downtown Seattle between Union and Seneca Streets between 3rd and 6th Avenues, including stretches of street right of way (the Metropolitan Tract). The University may pursue redevelopment of select properties within the Tract. Redevelopment could include below grade space that is deeper than what exists today.

Downtown ST Alignments

For these reasons, the section of the Green alignment shown as going under the Tract and the Purple alignment (the 5th Avenue route) should be avoided. The Brown alignment (the 6th Avenue route through downtown) would have the least potential impact on Metro Tract property use.

Scope of Impact Analysis Required

The same scope of impact analysis topics is recommended for this area of Downtown as listed above for the South Lake Union area with the addition of property ownership, utilities and right of way.

Thank you for your consideration of our concerns and comments. We appreciate the initial conversations we have had with Sound Transit staff and appreciate the opportunity to discuss these scoping issues with you.

Sincerely,

Julie Blakeslee, AICP
SEPA and Land Use Officer
UW Facilities, Asset Management

jblakesl@uw.edu

Communication ID: 342954

From: Seattle Central College, Seattle Maritime Academy

Scoping Comment:

I am writing on behalf of Seattle Central College. We operate the Seattle Maritime Academy in Ballard adjacent to two of the alternative routes in the scoping document; the tunnel underneath the canal oriented along 14th and the elevated bridge option landing along 14th. The Maritime Academy maintains training vessels which traverse the ship canal and are docked directly adjacent to 14th Avenue. The placement of piers for the elevated bridge option is critical to our ability to run the Academy. If piers are too close to the approach and departure routes we will be unable to safely operate our training vessels. There is an additional concern over maintaining the navigable waterway once piers are placed into the ship canal. Because the existing Ballard Bridge must be opened for many vessels, ships frequently most stop and hold position awaiting the opening of the bridge. Holding position subjects vessels to wind, currents and wave actions which make maneuvering difficult at low power settings. Placing piers too close to the existing bridge has the potential to diminish the room for safe maneuvering.

Another concern which we would like to see addressed is the noise and vibration generated during construction and its potential to disturb instruction in the Maritime Academy's classrooms and instructional labs. We operate a highly sophisticated computer simulation lab at the Academy to teach students how to steer and operate vessels while underway. We would like some assurance that our racks of computers and associated display instruments will be able to function without disruption from underground tunnel vibrations during construction and subsequent operation of light rail trains. The same concern about vibration holds for the drilling and potential for pile driving should the elevated option be selected.

Finally, the original proposal for a low-level bridge to the west of the Ballard Bridge would pose a number of challenges for maintaining safe navigation on the ship canal. For larger vessels to proceed to and from the locks both bridges will need to open at the same time. We suspect that coordinating their openings will require more vessels to slow down or hold positions while waiting for the bridges to open. As described above, there are forces which make it difficult to hold a stationary position for a powered vessel in this location; the more vessels that have to maneuver around each other while awaiting an opening, the greater the likelihood of an accident.

We sincerely appreciate this opportunity to offer our input and we commend the Sound Transit staff for their openness in several meetings we have held with them to date. We look forward to continuing a dialogue on the best options available to extend light rail to the Ballard community.

WASHINGTON STATE
PUBLIC STADIUM AUTHORITY

FIRST & GOAL
INCORPORATED

March 28, 2019

West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: West Seattle and Ballard Link Extensions Scoping Comments

Dear Sound Transit and Federal Transit Authority Representatives:

We are writing on behalf of the Washington State Public Stadium Authority ("PSA") and First & Goal Inc. ("FGI"). The PSA is the public agency that owns CenturyLink Field and Event Center ("CenturyLink Field"), one of the two existing, publicly owned sports and events venues in the Stadium District south of downtown. FGI is the master tenant and operator of CenturyLink Field. CenturyLink Field hosts Seattle Seahawks games and Seattle Sounders FC matches, as well as more than 125 other events each year, drawing millions of patrons to the area.

The PSA and FGI are both eager for Sound Transit's proposed expansion of light-rail service through the West Seattle and Ballard Link Extensions ("WSBLE"). Many of our patrons utilize the existing light rail, as well as other transit services, to access CenturyLink Field during the myriad events and activities that occur at the facilities. We look forward to participating in your environmental review process to help ensure that the Sound Transit ("ST") and the Federal Transit Administration ("FTA") rigorously evaluate the potential environmental effects of the proposed WSBLE. We have highlighted the PSA's and FGI's principle concerns below.

I. Preferred Alternative

Although Sound Transit has fashioned three end-to-end alternatives from West Seattle to Ballard, the PSA and FGI are concerned only with the portion of the alternative routes proposed for 4th Avenue east of CenturyLink Field.

CenturyLink Field hosts roughly 200 events each year (some over multiple days) attended by approximately 2.25 million patrons annually. In addition to professional football and soccer, the facility hosts a wide variety of events including concerts, consumer shows, motorsport shows, trade shows, job fairs, meetings and community events. Eighteen to twenty thousand people also tour the facility annually. The large number of diverse events held annually at the facility range from a single day to several weeks and bring between a few

dozen and more than 69,000 patrons per event to CenturyLink Field throughout the year. Fourth Avenue is a primary access routes for those patrons coming and going from CenturyLink Field. Encumbering 4th Avenue for between 4 and 7 years with ongoing construction would significantly and adversely affect those patrons and the various events that occur at CenturyLink Field.

Earlier this year representatives of both the PSA and FGI met with ST representatives to better understand the proposed alternatives and to explain the potential effects of WSBLE construction on CenturyLink Field operations. As we discussed, 4th Avenue is a key component of the area-wide access plan developed by FGI in conjunction with the Seattle Police Department for event-related traffic. See Attachments 1 and 2. Although use of alternative modes of transportation is rising – and will hopefully increase further with the addition of the WSBLE – this past year, 48% of Seahawks fans continued to arrive by personal automobile, totaling an average of 13,421 cars per game. Many of those patrons, 58% of which come from outside King County and one quarter of which reside outside of the State of Washington, park in pre-assigned parking areas surrounding the Field, including the CenturyLink Field garage, the T-Mobile Park Garage, the surface lot north of CenturyLink Field, and several structured parking lots east of CenturyLink Field. As shown in the CenturyLink Field Egress Plan (Attachment 2), these parking garages and areas rely on 4th Avenue to provide direct and efficient routes to I-90 to the east and I-5 to the north and south.

Furthermore, event-related traffic is not limited to event attendees. Fourth Avenue also serves as a major access route for move-in/move-out of events held at CenturyLink Field. For example, the consumer shows – e.g., the Home Show, Boat Show, Auto Show and RV Show – occur throughout the year at CenturyLink Field. Each show generates roughly 30-40 deliveries by large semi-trucks in the 2-5 days preceding and following each event. For the RV shows, 450 RVs are driven to/from the facility. Furthermore, for stadium concerts (e.g., Taylor Swift, Beyoncé, and Ed Sheeran), the stage construction and associated set up typically rely on ~80 semi-trucks coming and going to CenturyLink Field in the days before and after the show. Finally, "motorsport shows" such as Supercross and Monster Jam typically involve transporting 500 truckloads of dirt to and from Centurylink Field.

Collectively, our patrons and event sponsors rely heavily on 4th Avenue for ingress and egress to CenturyLink Field. Any alternative that impairs that critical vehicular access is of grave concern to the PSA and FGI.

This analysis is supported by ST's own data, which shows that more the 33,000 vehicles travel on 4th Avenue each day – even without an event at CenturyLink Field. By comparison, other alternatives being explored service less than 25% that volume of daily traffic. We encourage ST to select as its preferred alternative a route that avoids having a crippling effect on traffic in south downtown, and does not significantly and adversely affect operations at CenturyLink Field.

II. Topics of Study in the EIS

The WSBLE Scoping Information Report identifies several environmental resources categories likely to be evaluated in detail in the EIS. The PSA and FGI offer the following comments regarding several of these categories.

A. *Traffic/Transportation Impacts*

The event-related impacts triggered by a complete or partial, multi-year closure of 4th Avenue for construction of the WSBLE need to be thoroughly studied, including the traffic, operations, and economic impacts on CenturyLink Field, and its master tenant (FGI) and various subtenants (e.g., consumer shows, Sounders FC, Seahawks). Difficulty accessing CenturyLink Field – even just the perception of such difficulty – will adversely impact event attendance and profitability. This is particularly problematic for the consumer shows (e.g., Boat Show, Home Show, Auto Show, RV Show). For example, over 50% of the Seattle Boat Show exhibitors do the majority of their annual sales over the multi-day event. Construction traffic blocking prime ingress/egress routes to CenturyLink Field will deter patrons from attending these events.

In addition, as part of each alternative analysis, but particularly Alternative 3 (which relies on 4th Avenue east of the facility), the EIS should evaluate the effects of "cut through" traffic in both the Chinatown/International District (C/ID) and Pioneer Square. Average daily traffic (non-event related traffic) on 4th Avenue is estimated at 33,000 trips per day. Regardless of routes established by the City and ST to manage traffic during project construction, people will reroute into the adjacent neighborhoods to find the quickest routes to their destinations. Considering the number of trips affected by each route alternative, the 4th Avenue options appear to have the greatest traffic impacts on the adjoining neighborhoods.

B. *Acquisitions, Displacements and Relocations*

As PSA representatives explained to ST staff during our prior meeting, CenturyLink Field is required, as a condition of its Master Use Permit with the City, to provide a certain number of parking spaces surrounding CenturyLink Field for large events. Approximately 900 of those spaces are provided to the PSA through a parking covenant with the Union Station Garage at 550 4th Avenue South. Based on discussions with ST representatives, under Alternative 3 (the 4th Avenue route through the C/ID), this garage would be impacted. The EIS should consider the effects of eliminating parking spaces in Union Station Garage, including the availability (or lack thereof) of substitute spaces in the vicinity that CenturyLink Field could utilize to meet its permit conditions. Further, the ingress/egress to Union Station Garage is via 4th Avenue, exemplifying the access issues explained above.

C. *Geology and Soils; Air Quality; and Noise and Vibration*

Construction of the WSBLE through central Seattle, including SODO and the C/ID, is likely to result in significant impacts if not properly anticipated and mitigated. For example, construction noise and dust could interfere with the numerous outdoor/open air events at

CenturyLink Field. Further, construction of below grade tunnels, either by cut and cover or deep bore methods, can have effects on neighboring properties. This is why, during the construction of the SR 99 tunnel, WSDOT maintained continuous monitoring to ensure that its construction did not result in shifting soils in the vicinity of CenturyLink Field and other structures/operations in the area. ST and the FTA should evaluate similar monitoring conditions to ensure that its project does not inadvertently impact CenturyLink Field and other neighbors of its proposed route.

D. *Land Use*

The WSBLE Alternatives Development Report (February 2019) mischaracterizes the areas surrounding CenturyLink Field and T-Mobile Park. Specifically, as part of the "Level 3" analysis, the Report states that "SODO and Stadium station are within the Manufacturing and Industrial areas with less transit-supportive development and uses." The area around the two public stadiums is currently designated "Stadium Transition Overlay" by the City, and there has been a joint effort by the City, the PSA and the Washington State Major League Baseball Stadium Public Facilities District ("PFD") to establish a Stadium District from the south end of Pioneer Square south to Holgate Avenue South. This Stadium District would be a 24/7 hub of activity just south of downtown. It is important that the EIS properly characterize and analyze the effects of the construction and operation of the WSBLE on this burgeoning area. This area is an increasingly vibrant destination for residents and tourists alike, which is expected to increase with the pending development of the Seattle Waterfront Park and related amenities.

E. *Cumulative Impacts*

South downtown has been under near continuous development for the last several decades, most recently with the construction of the SR 99 tunnel and the Stadium Place and Embassy Suites/Avalara Hawk Tower developments along South King Street. More development is in the pipeline, including additional transportation improvements (Lander Street overpass), the development of the Seattle Waterfront Park, and the potential redevelopment of Pier 46. While these projects have increased the vibrancy of the area, they have also had a toll on residents and businesses in the area. It is important that ST and the FTA conduct a comprehensive cumulative impacts analysis, considering the potential effects of the WSBLE in the context of those prior and upcoming projects. In particular, the traffic analysis should consider the cumulative effects of past and upcoming construction and uses that are likely to further affect traffic patterns and congestion.

III. Mitigation Strategies

Developing appropriate and adequate mitigation to offset the impacts of construction of the WSBLE is a critical component of ST's and the FTA's work in preparing the EIS. The PSA went through an EIS and permitting process with the City of Seattle prior to constructing CenturyLink Field. The PFD went through a similar process prior to constructing T-Mobile Park. We encourage ST and the FTA to review those mitigation plans as part of its process of developing a mitigation plan for the WSBLE.

Key amongst the PSA and PFD mitigation plans, as well as the construction mitigation for other major construction projects in the area, have been requirements for outreach to and coordination with project neighbors throughout construction, including coordinating around significant events at both CenturyLink Field and T-Mobile Park. CenturyLink Field's Transportation Management Plan outlines several of the existing systems that are in place to assist with coordination between various projects, facilities and communities (e.g., Traffic Advisory Services, event scheduling/coordination, and construction coordination). ST and the FTA should also acknowledge and consider ways to ease the "construction fatigue" in the C/ID, Pioneer Square and SODO neighborhoods who have been burdened with nearly continuous construction projects for many years.

Thank you for your consideration of these scoping comments. The PSA and FGI look forward to continuing to engage with ST and the FTA as the environmental review process progresses. Once environmental review and permitting are completed, we look forward to working with ST during construction to minimize effects on CenturyLink Field and the surrounding neighborhoods. If you have any questions regarding these comments, please contact us.

Sincerely,

Ann Kawasaki Romero
Executive Director
Washington State Public Stadium Authority

David Young
Sr. Vice President of Business Operations/
General Manager of CenturyLink Field
Seattle Seahawks/First & Goal Inc.

Enclosures

cc: Mr. Juan Rodriguez, Seattle Mariners
Mr. Kevin Callan, Public Facilities District
Mr. Peter Schrappen, Seattle Boat Show

Attachment 1

CenturyLink Field Ingress Routes*

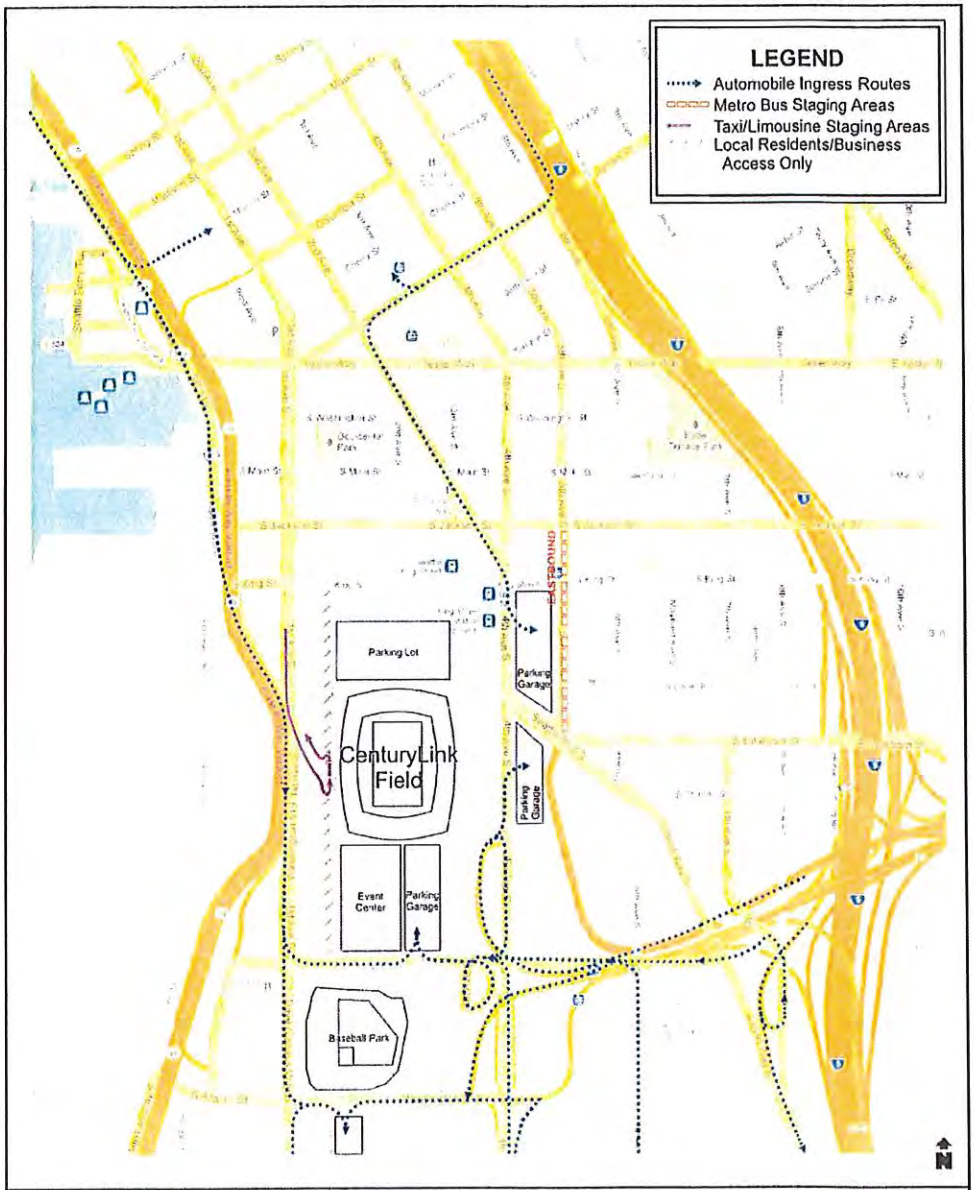


Figure 2 - CenturyLink Field Ingress Plan

As shown above, 4th Avenue South east of CenturyLink Field plays a key role in the movement of patrons into Stadium and Event Center activities. The ingress plan is designed to minimize delay, maximize accessibility and discourage the encroachment of event vehicles into adjacent neighborhoods.

*This map is currently under redesign to eliminate the Alaskan Way Viaduct and include the new SR 99 Tunnel.

Attachment 2

CenturyLink Field Egress Routes*

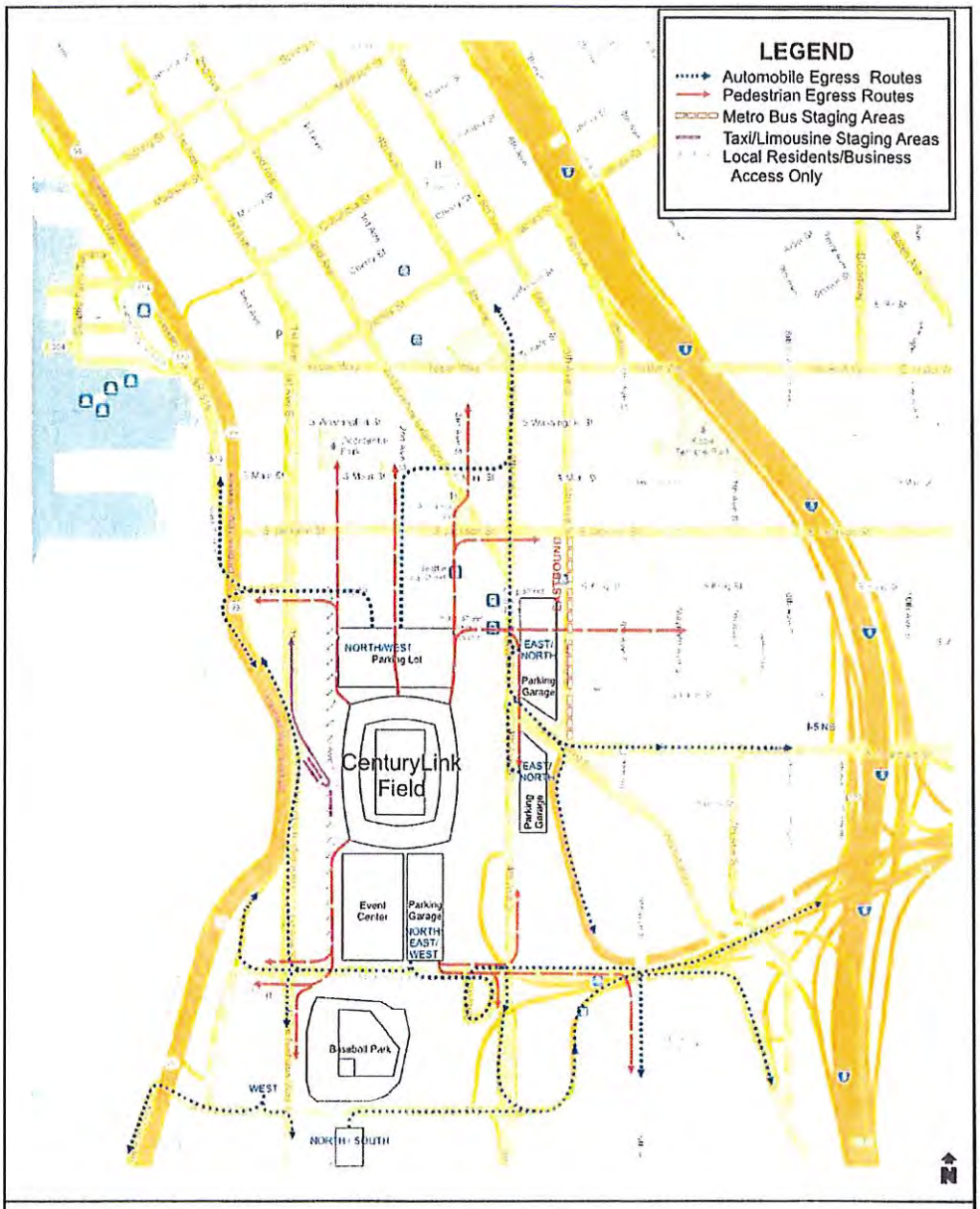


Figure 3 - CenturyLink Field Egress Plan

The CenturyLink Field and Event Center egress plan for major events is designed with and enforced by the Seattle Police Department. Fourth Avenue South is the backbone that moves patrons out of our facilities and garages, onto the adjacent public transportation, freeway, and thoroughfare systems.

* This map is currently under redesign to eliminate the Alaskan Way Viaduct and include the new SR 99 Tunnel.

Priya Frank, Chair
Seattle Art Museum

Sharon Nyree Williams, Vice-Chair
Central District Forum for Arts & Ideas

Juan Alonso-Rodriguez
Artist

Cassie Chinn
Wing Luke Museum

Dawn Chirwa
Philanthropy Northwest

Jonathan Cunningham
Seattle Foundation

Steve Galatro
Pratt Fine Arts Center

Ashraf Hasham
The Vera Project

Jescelle Major
Berk Consulting

Dr. Quinton Morris
Seattle University

Chieko Phillips
4Culture

Nilofer Rajpurkar
Microsoft

Sarah Wilke
Meany Center for the Performing Arts

Facilities and Equitable Development Committee, Non-Commission members

Kate Becker
Michael Blumson
David Bestock
Grace Chai
Sam Farrazaino
Andy Fife
Scott Plusquellec
Matthew Richter
Tana Yasu

April 1, 2019

City of Seattle members of the Sound Transit Elected Leadership Group:

Thank you for this opportunity to share our comments and recommendations on the Chinatown-International District (CID) station associated with the Sound Transit West Seattle and Ballard Link Extensions project. We appreciate the Elected Leadership Group's dedication to thoughtful, engaged, reflective dialogue and decision-making on this important moment in the history and life of our region.

As the Seattle Arts Commission, we are committed to ensuring the rich, vibrant arts and cultural life of the City of Seattle for all residents. The CID station lies in the heart of two historic neighborhoods – Pioneer Square and the Chinatown-International District – that are fundamental to the cultural identity of Seattle and our greater region. Pioneer Square and the Chinatown-International District are artistic and cultural destinations for our region and central hubs for our creative economy. Over several years, the Seattle Arts Commission has stewarded arts activation and creative placemaking at King Street Station as well; we recently celebrated its public opening and are excited for its continued role as a cultural anchor at the region's core transportation hub. The importance of these two neighborhoods, along with the need to protect the initial investment made by the City of Seattle at King Street Station, calls for continued care and thoughtfulness as the CID station is determined and developed.

As such, we would like to share the following perspectives on scope of the Environmental Impact Statement (EIS) for the CID station:

- *Long-view towards impacts and opportunities*: These over 100-year-old historic neighborhoods at the heart of one of the region's most active transportation hubs demand a 100-year perspective towards decision-making. Data and analysis from the EIS should take into account not only short-term impacts of construction but also long-term impacts (see scope under following Community Impacts) to the affected communities. Investment from this transit project also provides the unique opportunity to move forward integral visions the region has long had for this area.

- *Study of a Fourth Avenue alignment:* In this light, the Commission recommends that a Fourth Avenue alignment be included in the EIS. There has been a long desire to improve the above-ground pedestrian experience at and around Fourth Avenue, enhance intermodal transportation connectivity, and improve the public experience moving from Pioneer Square to the Chinatown-International District. The Fourth Avenue alignment provides the unique opportunity to make this entryway into Seattle a dynamic, engaging experience that sparks excitement and reflects the welcoming, creative, energetic region we truly are. A Fourth Avenue alignment also has the potential to better activate two significant historic, public properties – King Street Station and Union Station – which hold unrealized potential for local business enhancement, historic and cultural recognition and placemaking opportunities.

- *Center high risk of displacement for marginalized communities:* The Commission is highly concerned about the long-term destabilization of the Chinatown-International District and high risk of displacement that could result from the 5th Avenue alignment and the Link Extension overall. Racial equity should be a priority consideration in the analysis of the EIS and eventual selection of the station location and associated construction method. The Chinatown-International District has long been subject to impacts from public works projects – from the I-5 freeway, to the Kingdome, to another sports stadium and yet another sports stadium, to the Streetcar and more. Although the neighborhood has persevered through threat after threat, the region is under an unprecedented time of development and growth; the Chinatown-International District has been identified as under high risk of displacement; and the City of Seattle overall has prioritized protections against gentrification and displacement for just such marginalized communities. Short-term and long-term impacts, especially related to the potential displacement of residents and small business owners, should be evaluated during the EIS as well as through design, construction and operations related to the Link Extension.

- *Community Impact Study:* The EIS therefore needs to take into account racial, social and environmental factors in its study. We highly recommend taking an approach that analyzes the many components that contribute to community well-being within a racial, social and environmental justice framework: economic opportunity and commercial affordability; residential stability and affordability; local community character, cultural diversity and values, and cultural anchors and arts activation; community infrastructure and support systems; transportation mobility, connectivity and affordability; health and public safety; and equitable access to neighborhood amenities and housing and employment choices and community ownership overall.

Thank you for your consideration of our comments and recommendations. Your ongoing efforts to engage with communities and neighborhoods throughout this project – during this scoping process, through EIS, then onto project design and beyond – can only help to make the most of the exciting opportunity that the Link Extensions project can bring for all of our region's residents. We know that there are many more milestones for decision-making to come, and we look forward to working with you as the project continues. If you have any questions, please do not hesitate to contact Priya Frank, Chair, Seattle Arts Commission.

Sincerely,

Priya Frank

Priya Frank
Chair, Seattle Arts Commission

cc:
Sam Assefa, Director, Seattle Office of Planning and Community Development
Randy Enstrom, Director, Seattle Office of Arts & Culture
Anne C. Fennessy, Seattle Office of the Mayor
Sam Zimbabwe, Director, Seattle Department of Transportation
Carrie Avila-Mooney and Cathal Ridge, Sound Transit
Members of the Sounds Transit Stakeholder Advisory Group

seattlecenter

SEATTLE CENTER ADVISORY COMMISSION

March 1, 2019

Mail West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Swift:

Thank you for the opportunity to provide input on the scope of the Environmental Impact Statement analysis for the proposed West Seattle and Ballard Link Extensions.

As members of the Seattle Center Advisory Commission, we represent the interests of the people of Seattle by advising the Seattle Center staff, the Mayor and the City Council on policy matters that may affect Seattle Center. It is in this capacity that we are writing to inform the EIS analysis.

We strongly support the plan to extend light rail service and are thrilled to welcome the Link to the vicinity of the Seattle Center campus. Seattle Center welcomes millions of visitors to its campus each year. As the regional population continues to grow, Seattle Center and the attractions on its campus continue to thrive - and to provide more people with unique and special experiences. Seattle Center is located within the Uptown urban center, a designated Arts and Cultural District that is rich with residential communities and local businesses. In this environment, transportation challenges like those found in many other vibrant parts of Seattle are a daily reality. We – along with many of Seattle Center's patrons – are eager for an efficient transportation alternative that extends access to so many communities.

Our strong preference is for station locations at Republican St. on the west of the campus, and at Harrison St. on the east side of campus. These options, shown in the Level 3 alternatives analysis, have received strong support in community charrettes because they offer superior connectivity to other transit modes as well as access to Seattle Center campus attractions. Along with our Uptown neighbors, we strongly support a station design at 1st Ave N. and Republican St. that offers at least two exit options for Link riders: one exit onto the Seattle Center campus without the need to cross a street, and one exit into the Uptown neighborhood commercial core. We believe this station should have a name and identity that references both Seattle Center and Uptown. Locating a station entrance on August Wilson Way would meet the vision of the Seattle Center Century 21 Master Plan (adopted 2008) of using that corridor as a main pedestrian corridor that fluidly connects the campus to the surrounding neighborhood and aligns with major campus attractions including the Theatre District, International Fountain, and Memorial Stadium.

We suggest that the WSBLE EIS consider the following variables, to ensure a thorough examination of the potential impacts associated with light rail construction and operations:

- **Study potential opportunities to tunnel below the City-owned Seattle Center campus** in order to create alignments or station footprints that better meet the aspirations and needs of the project. Typically, the WSBLE project needs to stay within the right-of-way or enter private property; but this location offers an alternative that should be explored in discussion between Sound Transit and Seattle Center.

- **Large, event-driven flows of pedestrians that will use Link to arrive at Seattle Center for major spectator events and attractions:** In addition to the daytime crowds of people who access Seattle Center to enjoy arts and cultural attractions, public open space, and festivals, the campus is home to multiple performance, tourism and spectator event destinations. The largest of those venues, the redeveloped Seattle Center Arena, will reopen in 2021 to host professional sports and entertainment including the WNBA Seattle Storm and a NHL expansion team. It is our hope and expectation that thousands of patrons and employees will use Link to access Seattle Center for events, creating heavy flows of pedestrians in and out of the stations during the pre-event and post-event peak hours, and throughout festivals. Assumptions for Seattle Center attendance were included in the *Seattle Center Arena Renovation Project FEIS (August 2018)*. These assumptions or a reasonable proxy should be used in the WSBLE EIS to adequately analyze the expected flows of pedestrians during operations.

- **The schedule of recreational activities in the Seattle Center campus and Uptown neighborhoods.** These activities include large festivals and entertainment at Seattle Center such as Bumbershoot, Seattle Center Festál, Winterfest and Northwest Folklife Festival that could potentially be disrupted by construction activities. The arena renovation project, for example, is taking numerous measures by adjusting its construction fence, haul routes and noise generating activities; constructing a sound wall to contain construction noise; and contributing financial resources to a robust “open for business during construction” marketing campaign to minimize the impacts to these community-wide events, and we hope similar measures will be enacted for any WSBLE activities on the campus.

- **Inventory the pedestrian and bicycle connections** between the proposed station entrance/exits and Seattle Center campus and the Uptown neighborhood, including the condition of sidewalks, presence of good quality lighting, clear wayfinding, overhead weather protection, adequate signage and signalization, and opportunities to rest.

- **Inventory the uses of curb space around the Seattle Center campus,** as the area is heavily utilized by school buses and staging and loading for arts and cultural events for Seattle Center’s many resident organizations and events throughout the year. Without adequate communication and collaboration, closures of streets adjacent to the campus during construction could negatively impact arts and cultural institutions, events, and patrons by creating psychological and real barriers to accessing the campus.

- **Sensitivity of Seattle Center resident organization facilities near the target station location to noise and vibration from construction and operations:** The Seattle Center campus is home to several facilities considered sensitive receptors to noise and vibration because of the nature of their uses. Some of these facilities -- including the recording booth and live DJ booth at the KEXP station; the live performance venue at The Vera Project, the SIFF Film Center, and the performance venues at Seattle Repertory Theatre and Cornish Playhouse - are situated very near one or both of the locations being considered for a Seattle Center station.

- **Sensitivity of historic buildings and artworks:** Seattle Center is also home to a large number of designated landmarks, including the Century 21 Coliseum/KeyArena; the Northwest Rooms, International Fountain Pavilion, and International Plaza, and the Armory. Additionally, several more buildings on campus meet at least one of the Landmarks Preservation criteria for designation, but which have not yet been considered by the Landmarks Preservation Board. These structures and artworks are potentially vulnerable to damage caused by construction noise, vibration, dust/pollution or operations of the WSBLE. Sound Transit must be prepared to monitor and protect these assets during construction and operations.

- **Legacy trees:** Seattle Center is home to many trees that are designated "Legacy Trees" because of their unique or noteworthy characteristics or values. These trees are visible and noteworthy parts of the campus, and Seattle Center makes every effort to ensure they remain permanent features. Please reference the Seattle Center Century 21 Master Plan Landscape Guidelines for detailed description and recommendations regarding of Legacy Trees on the campus.

- **Please reference the following planning documents in your analysis:**

    - *Seattle Center Century 21 Master Plan* (2008)
    - *Uptown Urban Design Framework* (2016)
    - *Seattle Center Arena Renovation Project FEIS* (August 2018)
    - *Uptown Historic Resources Survey* (August 2018)
    - *Uptown Design Guidelines* (to be adopted in March 2019)
    - *Seattle 2035, Comprehensive Plan*

We thank you for the opportunity to provide comments on the scope of the EIS analysis. We look forward to ongoing collaboration with Sound Transit throughout the planning, construction, and operation of the WSBLE Seattle Center and SLU stations.

Regards,

Seattle Center Advisory Commission:

Maria Barrientos	Will Ludlam
Gloria Connors	Donna Moodie
Mark Dederer	Sarah Rich
Alayne Fardella	Raquel Russell
Holly D. Golden	Samuel Russell
Jana Lamon	Daniel Tam-Claiborne
Todd Leber	

cc: Robert Nellams, Director, Seattle Center Department, City of Seattle

Communication ID: 351566

From: Seattle Design Commission

Scoping Comment:

The Seattle Design Commission would like to offer the following comments on the EIS scoping of the West Seattle to Ballard Link Extension. We provided early scoping comments in March 2018. We also contributed to the scoping letter of the City of Seattle that will be submitted separately. We are sending this email for emphasis and to expand on previous comments. We have kept our comments brief and invite Sound Transit staff to meet with us to discuss and receive clarification as needed.

Alternatives Evaluation, Development and Mitigation

Do not include the representative alignment alternative in the DEIS because it contains elements that are not viable and perform poorly in relation to the other alternatives according to ST's own metrics. Resources should not be spent on studying system elements, such as an operable bridge, that cannot meet program requirements.

Evaluate the feasibility of a consolidated multi-modal hub for the Chinatown/ID station.

Evaluate the feasibility of joint developments with the Delridge and West Seattle Junction stations.

Include the Pidgeon Ridge (purple) alternative in the DEIS.

Provide evaluation and present information on the various project delivery methodologies that may be employed to build the project/s. Explain how they deliver on the urban design outcomes that are set by the community and City leadership in the pre-concept, and concept design phases. Provide information on the time and cost savings, as well as risk mitigation of the delivery methods. The project delivery method should factor into the choice of alternatives because some methods may be more appropriate for certain structures than others.

Building the CID station on either 4th or 5th Avenues will have very large impacts on this fragile community that has disproportionally been affected by large infrastructure projects that have large regional benefits but minor locally focused benefits. Mitigation of these impacts to reduce gentrification and displacement must be a major priority.

Measures of culture, community, and equity for historically disadvantaged populations must be weighed equally to cost implications and effects on business and industry concerns. Alternatives that align with the concerns of the disadvantaged groups within the CID and Delridge neighborhoods should be elevated in the same way that the concerns for the Port, Ballard, South Lake Union, and Smith Cove are accounted for.

Visual and Aesthetic Resources

In assessing the visual and aesthetic impacts of the proposed alternatives, use the Guidelines for the Visual Impact Assessment of Highway Projects from the Federal Highway Administration. Use the

most advanced and useful methods of visualizing alternatives so that experts and laypeople can provide informed input.

Provide for substantive and meaningful input on the pre-concept designs by the SDC, elected leaders, and the public before a preferred alternative is selected.

Land Use

Evaluate which additional station locations hold the potential for joint development and/or TOD on the station sites or near them. This should include economic development studies.

Include scenarios in the evaluation of station alternatives that assume increased land use intensities and land use typologies that increase ridership, in particular in industrial areas.

In evaluating potential for joint development and TOD, prioritize stations with a high number of riders and transfers and to maximize equitable TOD.

Transportation

Provide a comparative analysis of 1) replacing the 4th Ave viaduct while constructing the Chinatown/ID station, and 2) replacing it at a later date after the light rail facility has been completed. Additionally, along with the studying of constructing standalone structures for the 4th Ave viaduct and the new “cut and cover” CID station, analyze the feasibility of building an integrated 4th Ave viaduct and CID station to reduce impacts and potentially improve structural performance.

Analyze first/last mile opportunities for each station. Confirm prioritization of modes. For example, will “kiss and ride” have a higher priority than pedestrian facilities.

Study station sizes, locations, and configurations that reflect need for future expansion and increased system use.

Evaluate which stations will include restrooms and transit supportive retail and services.

Thank you for the opportunity to provide comments to guide the scoping of the EIS of this important project.

Sincerely,

Ben de Rubertis
Chair, Seattle Design Commission

City of Seattle

Jenny A. Durkan, Mayor

Seattle Freight Advisory Board

Jeanne Acutanza, Chair
Johan Hellman
Geri Poor
Frank Rose
Pat Cohn
Dan McKisson
Mike Elliott
Kristal Fiser
Warren Aakervik
Todd Biesold
Kris DeBuck

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution 31243

March 29, 2019

WSBLE
c/o Ms. Lauren Swift, Central Corridor Environmental Manager
Sound Transit
401 S. Jackson Street Seattle
WA 98104-2826
(delivered via e-mail: WSBscopingcomments@soundtransit.org)

Dear Ms. Swift:

Re: NEPA/SEPA Scoping Comments from Seattle Freight Advisory Board
Sound Transit 3 West Seattle Ballard Link Extensions (WSBLE)

This letter reflects the comments of the City of Seattle Freight Advisory Board (SFAB) regarding the NEPA/SEPA scoping and purpose and need for the Sound Transit 3 West Seattle Ballard Link Extensions (WSBLE). The SFAB was founded by Seattle City Council resolution to advise the mayor, council, and city departments on matters related to freight and the impact that various activities may have on our freight environment.

We appreciate the project briefing given to SFAB on February 19, 2019. In accordance with the WSBLE NEPA/SEPA process, we are submitting these scoping comments on the alignment alternatives and general environmental impacts for your consideration.

In general, we support the purpose and need of the project, which is to provide high-capacity transit (HCT) for Seattle-area travelers. In addition to improving non-auto mobility, we encourage the project to protect and enhance freight movement in the region.

COMMENTS ON ELEMENTS OF THE ENVIRONMENT

Minimize Negative Freight Mobility Impacts

Freight movement – like HCT – is a critical component of Seattle's transportation system. Potential effects of this light rail project on Seattle's freight system must be identified and evaluated in the environmental review. The 2016 Seattle Freight Master Plan identifies the freight network for trucking activity on city arterials and streets, designating 'limited access', 'major truck', 'minor truck', and 'first-/last-mile connector' streets. Please identify potential construction and operating impacts on this network, especially in and between Seattle's two Manufacturing/Industrial Centers (MICs). Please specifically consider and identify the effects that buses leaving the E-3 busway will have on SODO arterials and the effects the project may have on 15th Avenue W and Elliott Avenue W, which serve the Ballard MIC.

Minimize Construction Impacts

We understand that light rail construction is a complex, multi-year project and that construction impacts are temporary. That being said, these temporary impacts may be extremely disruptive to goods movement. In the MICs in particular, freight facilities operate throughout the day, and often in off-peak times. Trucks serving these MICs are long, wide, and heavy, and require large turn paths. Construction that occurs outside peak hours and occupies travel lanes - especially within the MICs - should be identified in the environmental review for mitigation of negative impacts and coordinated with freight interests well in advance. Potential negative impacts include increasing conflicts between freight and vulnerable travelers (non-motorized modes), particularly in MICs and along freight priority corridors.

Freight operates in very confined spaces in downtown Seattle. Please address, as part of project impacts, the need for delivery space in downtown. Please identify the need for light rail construction teams to coordinate with other, non-light rail construction operations to maintain adequate on-street and/or alley freight operations space throughout the project.

Boring (or mined) tunnel construction is preferred if it can be shown to reduce freight access restrictions and roadway closures. A cut-and-cover construction method would likely be far more disruptive.

For construction near navigable waterways, consider use of barges for hauling and construction. This may reduce the congestion, pollution, and noise impacts of construction trucks on city streets and the freight network.

Minimize Negative Economic Impacts

Freight movement – by water, rail, air, and road – is critical to our regional economy. Washington is one of the most trade-dependent states in the nation; freight-related industries support 1.46 million jobs and $128.8 billion in domestic products statewide. Roughly 40% of all jobs in our state can be tied to trade-related activity. In the Puget Sound region, freight-dependent industries support almost 900,000 jobs and $91.9 billion in domestic product. The two MICs in Seattle employ nearly 75,000 people, primarily in family-wage jobs.[1]

Efficient freight movement is essential to this economic engine and to the family-wage jobs it provides. The West Seattle and Ballard light rail alignments will impact both of Seattle's PSRC-designated MICs. Impacts to freight and industrial/maritime operations in these MICs must be evaluated in the economic impact assessment in the environmental analysis. Considerations in this evaluation should include the value of freight to our economy in terms of urban deliveries/pickups, industrial and international imports/exports, and light rail's likely impacts to this value, during both construction and operation.

[1] Source: Seattle Industrial Areas Freight Access Project, May 2015

COMMENTS ON ALTERNATIVES

Alternative 1, Representative Project

This alternative would have significant effects on major truck streets, endangering freight movement. In particular, the Ballard Interbay North Manufacturing/Industrial Center (BINMIC) would be affected, as the proposed alignment travels along 15th Avenue W, cuts through the Port of Seattle's Fishermen's Terminal, and interrupts marine cargo movement on the ship canal with a mid-height movable bridge. We do not believe the construction and operational effects of this alignment could be mitigated.

Both 15th Avenue W and Elliott Avenue W are major truck streets that also transport hazardous materials. Locating guideway columns along these roadways needs to address the impacts to freight.

The location of the proposed Smith Cove station on Elliott Avenue W will increase pedestrian and bicycle traffic across Elliott Avenue W, even if a grade-separated option is provided. Increased crossings will impact this major freight route.

Alternative 2, West Seattle Elevated / C-ID 5th Ave / Downtown 6th Ave / Ballard Elevated Alignment

Crossing the Duwamish Waterway south of the West Seattle Bridge will have significantly less impact on freight circulation and access to Harbor Island freight terminals and industrial facilities.

Please provide more information on how the tunnel under Elliott Avenue W would be constructed. This undercrossing appears to have less of an operational impact than an aerial crossing, which is shown in Alternative 1 .

In Interbay, this alignment follows BNSF's Balmer Yard tracks. Please evaluate how this at-grade alignment would limit future spur line access to land between the railyard and 15th Avenue W.

Please identify the potential effects of constructing and operating a bridge over the Lake Washington Ship Canal, including impacts on marine navigation and maritime business access (both via road and water). Please recognize that many businesses on the ship canal are completely dependent upon water access and may not be able to re-establish their activities if forced to relocate.

Alternative 3, West Seattle Tunnel / C-ID 4th Ave / Downtown 5th Ave / Ballard Tunnel

By crossing the Duwamish Waterway north of the West Seattle Bridge, there will likely be significantly greater impacts on freight circulation and industrial operations, considering the surface roads below (SW Spokane Street and Klickitat Avenue). These roadways provide access to freight origins and destinations on Harbor Island, including the Port of Seattle's Terminal 18 and other private terminals and shipyards.

Please evaluate impact to freight traffic as this alignment enters downtown on 4th Avenue S, and how a cut-and-cover tunnel would compare with a mined tunnel during construction.

Our comments on Alternative 2 regarding the relationship of the proposed light rail guideway to BNSF Balmer Yard, Elliott Ave W, and 15th Avenue W are also concerns for this alignment.

COMMENTS ON PURPOSE & NEED STATEMENT

Overall, we support the purpose and need statement, yet recommend that the project statement acknowledge that it crosses through our city's two PSRC-designated industrial zones (MICs). We feel strongly that where these Link extensions pass through MICs (Duwamish and Ballard-Interbay), planning and construction respects the vitality and regional economic contributions of these areas. Seattle's MICs have developed over time with synergistic land uses and transportation systems that support freight access and mobility. As this project moves forward, increased transit passenger mobility must be balanced with industrial capacity and capability. In this context, it is essential to note that:

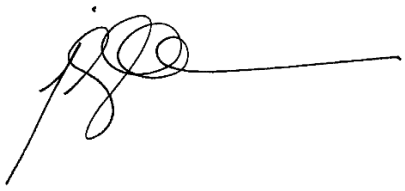
- Existing freight mobility (for all modes: road, rail, marine, etc.) must be maintained and the project designed so as to not preclude future development of freight infrastructure
- MIC employment densities are inherently lower than those in other regionally- and locally-designated centers
- Traditional transit-oriented development (TOD), which typically includes housing and ground floor commercial, is inappropriate in MICs

The current 'need' section includes six bullet points. We recommend these reflect the important differences of station areas in the MICs. Please consider the following underlined addition to bullet six:

- Regional and local plans call for increased residential and/or employment density at and around <u>most</u> high-capacity transit (HCT) stations, where consistent with local zoning.

We look forward to working with Sound Transit to address impacts to freight as part of the environmental documentation and we appreciate Sound Transit's efforts to reach out to City of Seattle advisory boards.

Sincerely,



Jeanne Acutanza
Chair, Seattle Freight Advisory Board

City of Seattle
Seattle Planning Commission

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March 25, 2019

WSBLE
c/o Lauren Swift, Central Corridor Environmental Manager
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826
(delivered via e-mail: WSBscopingcomments@soundtransit.org)

Dear Ms. Swift:

The Seattle Planning Commission is a 16-member independent, volunteer advisory body. We provide guidance and recommendations to the City of Seattle Mayor and City Council, as well as City departments on planning goals, policies and plans for the physical development of the City. We are pleased to submit the following scoping comments and recommendations on Sound Transit's West Seattle and Ballard Link Extensions project. The Planning Commission is very supportive of this project and recognizes that Seattle's growth necessitates a significant investment in transit. We offer comments on alternatives to be studied in the Environmental Impact Statement (EIS), recommendations regarding individual impacts to be evaluated, and salient observations pertaining to individual project segments.

Overarching Recommendations

- The Commission strongly urges Sound Transit to evaluate the benefits and impacts of the proposed West Seattle and Ballard Link Extensions through a lens that considers a hundred-year horizon, well beyond the short-term construction timeline for this project.
- We encourage Sound Transit to remove the Representative Project from consideration as an alternative to be studied in the Draft EIS. We recognize that this conceptual alignment was included in the ST3 ballot measure. However, the extensive feedback and analysis conducted since make it clear that changes are necessary for the project to meet the intended purpose and need.
- We endorse the intention to study both a "fully funded" alternative and others that could require third-party funding. While a need for third-party funding should be identified where relevant, preliminary cost estimates should not be used to eliminate alternatives or station options.
- We encourage studying mix-and-match combinations of the best potential alignments.

Land Use Impacts

The Planning Commission serves as the steward of Seattle's Comprehensive Plan. This Plan and its Future Land Use Map reflect Seattle's adopted vision for managing growth.

- Please include in the Draft EIS a map of properties affected or acquired for purposes of construction, staging, and ancillary facilities.

Transit-Oriented Development

- To maximize the transit investment, the Commission expects to recommend zoning and policy changes to encourage density and affordable mixed use in and around station areas. The land use and economic development analyses in the EIS should take this into account. The EIS should recognize the potential for transit-oriented development that may require updates to the Comprehensive Plan's Future Land Use Map and/or zoning changes in the vicinity of any station areas.
- The Commission would appreciate the opportunity to review the methodology to be used for quantifying potential transit-oriented development around all station areas.

Industrial Lands

- The Commission desires that any preferred alternative(s) will minimize or avoid impacts to the long-term viability of Seattle's industrial lands. To that end, we request robust analysis of potential displacement of industrial businesses, impacts to freight corridors, and the resulting short- and long-term economic, transportation, and construction effects.
- Please evaluate the potential for transit-oriented development and associated ridership both with a continued industrial designation and with zoning that anticipates residential and commercial uses. As one basis for that analysis, please begin with lessons learned from the location and use of the existing SODO station.

Race and Social Equity Impacts

- We are encouraged that Sound Transit has partnered with the City of Seattle on the application of the Racial Equity Toolkit. The Commission recommends continued partnership and rigorous assessment of the racial equity impacts when analyzing station locations and alignments that bring disproportionate short- and long-term impacts to the affected communities. Use analyses in the EIS to select a final alignment whose cumulative benefits do not come at the expense of communities experiencing historic and current inequities.
- Other considerations besides cost, including service to vulnerable and historically underserved populations, should inform the decision to have elevated, surface, or underground alignments.
- The Commission would appreciate the opportunity to review the methodology to be used for analyses of displacement and environmental justice. We recommend incorporating data and themes from the City of Seattle's Equity Analysis and Equitable Development Initiative.
- While negative impacts may be experienced along all alternatives and alignments, we urge you to pay particular attention to identifying and avoiding these impacts in the Chinatown/International District (C/ID) and Delridge neighborhoods. Where necessary, identify mitigation measures that meet the long-term needs of those communities.

Aesthetic and Quality-of-Life Impacts

- The Commission recommends studying the qualitative impacts of all guideways of a significant height, potentially up to 160 feet high. These high guideways and the associated station platforms present accessibility and safety challenges, as well as significant visual and quality of life impacts to the communities these alignments will traverse.
- The existing images provided by Sound Transit do not sufficiently demonstrate the anticipated cumulative effects of the elevated guideways and stations. Additional modeling and visualizations, especially from a ground-level pedestrian perspective, are essential to understanding the potential impacts of these alternatives. We suggest using the latest and best visualization technology and methods, including photorealistic 3-D imagery.
- We recommend identifying all short- and long-term impacts to view corridors.

Access to Stations

- We recommend conducting an access assessment at all station areas, including at-grade, elevated, and tunnel stations. This analysis should consider topography, land use, and pedestrian networks. Sound Transit should make the system user-friendly, including ease of transfers and access to destinations after leaving the stations.
- Study and identify any potential barriers to achieving universal accessibility for those with disabilities, mobility challenges, and other special needs such as strollers. Station entrances should allow multiple entries to serve both ends of stations, especially in areas with different grades.

Site-Specific Considerations and EIS Scoping Recommendations

West Seattle/Duwamish Segment

Alaska Junction

- The terminus station at the Alaska Junction must be sited and designed to best meet the needs of existing and future land uses in the vicinity.
- We recommend studying any potential economic and visual impacts associated with elevated guideways and station platforms in the historic Alaska Junction commercial district.

Delridge

- Please quantify the potential for future development surrounding the various station options, including equitable transit-oriented development and affordable housing. Study bus integration and multi-modal opportunities at each station location.
- We recommend studying visual impacts and access issues at this location. Alternatives with higher elevated alignments and station platforms would negatively impact the quality of life for those who live and work in the Delridge community, particularly to people with disabilities.
- We recommend a rigorous analysis to identify, minimize and avoid commercial and residential displacement resulting from guideway and station construction. We request an assessment that describes the ability and likelihood of any potentially affected property owners to relocate within the same area.

Duwamish Crossing

- We recommend studying fish and wildlife, economic, environmental (specifically sea-level rise), and transportation impacts. It is also of critical importance that Sound Transit consult with any affected tribes, including the Duwamish Tribe, to identify, minimize, or avoid impacts to cultural resources. The Planning Commission supports a bridge alignment crossing the Duwamish River that balances cost while limiting impacts to the Duwamish Greenbelt and maritime industrial operations.

SODO and Chinatown/ID Segment

SODO

- The Commission encourages the study of alignment options that eliminate the need for an interim transfer at SODO for West Seattle riders while the Ballard extension is being built. If an interim transfer is a necessity, we have concerns about the pedestrian connectivity between the existing and new stations. Study the potential for consolidating stations (for the short- and long-term) at this location and improving pedestrian access.
- We recommend a rigorous assessment of future ridership at this station. The existing SODO and Stadium stations have demonstrated low ridership numbers, and we question the need for a new station in this segment. Additional stations should only be created if potential new development and employment in the SODO neighborhood indicate potential for increased ridership.
- Please study the impacts to bus routes using the E-3 busway.

Chinatown/International District (C/ID)

- The Commission feels strongly that equity needs to be a priority consideration in the analysis and eventual selection of a new C/ID station location, and the associated construction method. This historic, culturally significant neighborhood has been traditionally underserved, and repeatedly subjected to disruptive capital improvement projects.
- Study construction-related short- and long-term effects including displacement, environmental justice, and economic impacts related to small business disruptions.
- Quantify both the potential short-term and long-term economic impacts resulting from cut-and-cover construction on 5th Avenue S, given the equity concerns associated with this construction method in the C/ID.
- As an alternative to the 5th Avenue S location, the Planning Commission endorses the study of a 4th Avenue S alignment and station location employing a cut-and-cover construction method.
- We do not support further consideration of the deep-mined station options on either 4th or 5th Avenues. These options would limit ease of connectivity between stations. Furthermore, they would require elevators for station access (the lack of escalators at a significant regional transportation hub raises safety concerns).
- We recommend a rigorous assessment of several topics related to development of a new C/ID station:
  - Ease of station access and pedestrian connections between the existing and new tunnel stations;
  - Multi-modal connections, including bus, streetcar, and non-motorized options, as well as Sounder and Amtrak trains at King Street Station;
  - Impacts to automobile and bus traffic on both 4th and 5th Avenues;

- Benefits of activating Union Station as a vibrant regional multi-modal hub, including local business enhancement, historic and cultural recognition, and placemaking opportunities.

Downtown

- Assess pedestrian access to the proposed Midtown stations, including topography and distance from the existing transit tunnel stations.
- Study ridership and transit integration at the proposed South Lake Union stations. Harrison Street is a significant east-west transit corridor. This station represents a multi-modal opportunity to maximize transit ridership in a rapidly growing neighborhood.

Interbay/Ballard Segment

Smith Cove-Interbay

- The Commission recommends prioritizing further study of the Smith Cove station location closest to Terminal 91, as that location has better transit-oriented development potential than station locations further south on Elliott Avenue W.
- Study ridership, transit integration, and non-motorized/pedestrian access at the proposed Smith Cove station locations.
- We also recommend studying the risk of sea level rise around any proposed Smith Cove station including the Armory site and areas to the south.
- The Commission recommends analyzing the potential for transit-oriented development at each of the proposed Interbay station locations, as land use in Interbay has the potential to change with station siting. (For example, future development in this area could lead to a new urban village on either side of the Dravus Street bridge, including the lower east slope of Magnolia.)

Salmon Bay Crossing

- The Commission recommends eliminating a movable bridge and any bridge alternatives adjacent to 15th Avenue NW from further consideration. A bridge at this location would be disruptive to operations at Fishermen's Terminal.
- Study the impacts associated with any bridge structures over Salmon Bay, including impacts to navigation, maritime and industrial businesses, water resources, fish and wildlife, and aesthetics.
- We recommend evaluating the potential for a new multi-modal bridge serving light rail, bikes, and pedestrians.

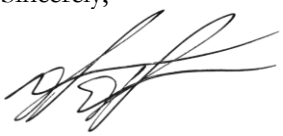
Ballard Terminus

- The Commission recommends for further study the alternatives with a Ballard terminus on 14th Avenue NW. This location offers a wide right-of-way, provides opportunities for transit-oriented development in the station vicinity, and would be less disruptive (e.g. fewer property acquisitions) than the 15th Avenue NW alternatives. Please study potential economic impacts, including displacement, to industrial land uses in the Ballard/Interbay/Northend Manufacturing and Industrial Center immediately to the south of the proposed 14th Avenue NW station location. We also request analysis of the viability of extending the line to the north of this station.

- We recommend evaluating transit integration and non-motorized (bike/pedestrian) access at each of the proposed station locations.

Thank you for your consideration of our comments. If you have any questions, please do not hesitate to contact me or our Executive Director, Vanessa Murdock, at 206-733-9271.

Sincerely,



Michael Austin, Chair
Seattle Planning Commission

cc:
Seattle Mayor Jenny Durkan
Seattle City Council President Bruce Harrell; Seattle City Councilmembers Sally Bagshaw, Lorena Gonzalez, Lisa Herbold, , Rob Johnson and Mike O'Brien,
Anne C. Fennessy

Seattle Department of Transportation

Transit Advisory Board

TAB Members:
Keiko Budech
Marci Carpenter
Enjoleah Daye
Lynn Hubbard
Jennifer Malley-Crawford
Andrew Martin
Alexandra Wakeman Rouse
Carla Saulter
Lucas Simons
Erin Tighe
Barbara Wright
Michelle Zeidman

Date: March 11, 2019

To: Members of the Seattle City Council, the Elected Leadership Group, and the Sound Transit Board

Subject: West Seattle-Ballard Link Extension Scoping Letter

The Seattle Transit Advisory Board has received several briefings on the proposed system plans for the West Seattle and Ballard Link extensions. After careful consideration, we give the following suggestions to create a preferred alternative designed for optimal rider experience that sites stations close to large populations and popular destinations, minimizes travel times and system disruptions, and focuses on the possibility of future system expansion to bring high capacity transit to more neighborhoods.

In all of our suggested station placements, there are design principles that will create a better rider experience. Stations should have multiple entrances that bridge pedestrian barriers like busy roads. Stations should have sufficient, effective, and reliable vertical conveyance so that the station itself does not become a barrier to accessing transit. Sound Transit should maximize transit-oriented development potential by minimizing the street-level impact of station entrances and engineering stations that can carry the weight of large buildings immediately above them.

We have not called out every station placement in this letter; for some stations the options lack much difference, and others are dictated by the more important concerns outlined below. As an advocate for transit riders experiences we recommend that the Sound Transit board make the following alignment choices:

Ballard/Interbay Line

- **Ballard Station at or West of 15th Ave:** A 14th Ave NW station placement adds 3 minutes of extra walking to reach the Ballard commercial core and would put much of the Ballard Urban Village more than 10 minutes of walking from the station. Bus connections on 15th and Market are also much better as both north-south and east-west bus lines run on these streets. This location is also better suited to further northward expansion as an extension up 14th Ave NW to Crown Hill would run into Ballard High School while extending up 15th Ave NW would not.

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City…*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD…*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

City Council Resolution 31572

- **Ship Canal Crossing should be Tunneled:** A movable bridge has service disruptions that degrade the speedy and reliable service Link should provide. So, only a tunneled crossing or a fixed bridge are real options. Tunneling is superior to a fixed-bridge as an underground station would make future expansion north and transfers to a (likely tunneled) east-west Ballard to UW line much better. A tunnel under Salmon Bay is only $100M more than a fixed bridge but that buys a lot of rider and network benefits while minimizing neighborhood impacts.

- **Smith Cove at Galer St.:** We agree that an optimal Smith Cove Station would integrate with the existing Helix Bridge over the BNSF tracks, but this is not one of the line's important stations. The station should be sited where unstable hillsides and uncertain engineering don't increase the price of the station. Galer St is an acceptable alternative.

<u>Downtown Line</u>

- A **Seattle Center/Uptown Station** centered at Republican and 1st Ave N effectively serves both the activity center of Uptown and the crowds that attend major Seattle Center events.

- **State Route 99 Station** would optimize pedestrian access and transfer potential sited at Harrison.

- A **Denny Way Station** that has been shifted south along Westlake Ave to accommodate the turn to 99 and Harrison also has the advantage of better serving the population centers in Denny Triangle.

- **Westlake Station** is one of the most important stations in the system. A transfer between the two lines here is instrumental to the successful bifurcation of the current Link line; to make transfers as seamless as possible, we suggest the 5th Ave alignment.

- **Midtown Station** sited at 5th and Madison will serve both the growing commercial district in the middle of downtown and the planned RapidRide G line (to which Sound Transit is contributing money).

<u>Chinatown/International District and SODO Line</u>

- **Chinatown/International District** is unfortunately a station with few good options. In choosing a station site, we believe that Sound Transit should opt **against** a deep bore station to improve surface accessibility to the wealth of other transit options in the neighborhood. Beyond that we can only recommend focusing on mitigating the impacts to historically disadvantaged populations. The International District has borne the brunt of many large infrastructure projects, and we would like to see the community involved as much as possible.

- **The Tunnel Portal** should be located to minimize impacts on King County Metro bus bases and operations. The best way to benefit riders in this corridor is to allow their buses to continue efficient function during and after ST3 construction.

West Seattle Line

- **Delridge Station** should be sited as far south as possible to maximize accessibility for population centers farther south on Delridge.

- **West Seattle Junction Station** should be located as close to California Ave SW and SW Alaska St as possible; we particularly like the options for 44th Ave SW 42nd Ave SW. The options minimize walking times up steep hills to the heart of the Junction neighborhood, home to both denser housing and retail/service destinations. This station should also be oriented north/south, to prepare for possible future expansion southward toward Burien.

- **A tunnel to West Seattle does not benefit Link riders:** A West Seattle Tunnel does not seem to have any major transit service quality or station placement advantages over an elevated option but is quite expensive at $700M. We do acknowledge though that if our preferred North-South alignment for the West Seattle Junction station is chosen, then an elevated option will require the demolition of blocks of housing and will have non-trivial neighborhood impacts, but we feel that this is far outweighed by the hefty price tag.

Sincerely,

Seattle Transit Advisory Board

CATHY McMORRIS RODGERS
5TH DISTRICT, WASHINGTON

COMMITTEE:
ENERGY AND COMMERCE

REPUBLICAN LEADER,
CONSUMER PROTECTION AND COMMERCE

Congress of the United States
House of Representatives

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SPOKANE
STEVENS
WALLA WALLA
WHITMAN

March 26, 2019

Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Dear Sound Transit Board Members,

I am writing to submit comments as the Board continues its consideration of options to complete the Ballard Link Extension crossing the Lake Washington Ship Canal in Seattle, Washington.

I encourage the Board to give full and fair consideration to eliminate from further consideration the option for a "High-Level Bridge," which would significantly disrupt critical maritime and cargo-handling operations. This option would permanently disrupt the ability for Coastal Transportation, the only remaining carrier operating under the federally-approved *Aluetian Trade Act of 1990*, to operate from its facility in the Ship Canal. This trade agreement is an important multi-decade pact which ensures good transported between Alaska and the United States are handled safely and efficiently.

Additionally, disruption of these maritime operations in the Ship Canal would endanger the ability of my constituents in Eastern Washington, as well as throughout the country, to consume the more than 70,000 metric tons of cargo imported each year via this operation. It is a valuable link between Alaska and the continental United States, particularly Washington.

As an alternative, I encourage the Board to give full and fair consideration to proceed with the option to construct a tunnel passage beneath the Ship Canal to complete the Ballard Link Extension. This plan would achieve the public's goals for additional light rail service from the extension without disrupting the critical economic activity currently taking place via maritime operations and cargo handling in the Ship Canal.

Thank you for your consideration.

Sincerely,

Cathy McMorris Rodgers

1035 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2006
FAX: (202) 225-3392

10 NORTH POST STREET, SUITE 625
SPOKANE, WA 99201
(509) 353-2374

555 SOUTH MAIN
COLVILLE, WA 99114
(509) 684-3481

26 EAST MAIN STREET, SUITE 2
WALLA WALLA, WA 99362
(509) 529-9358

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DON YOUNG
CONGRESSMAN FOR ALL ALASKA
WASHINGTON OFFICE:
2314 RAYBURN BUILDING
WASHINGTON, DC 20515
202-225-5765

COMMITTEE ON NATURAL RESOURCES

CHAIRMAN, SUBCOMMITTEE ON INDIAN, INSULAR, AND ALASKA NATIVE AFFAIRS

COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 14, 2019

Dear Sound Transit Board Members,

I write to you in regards to the ongoing consideration of options for completing the Ballard Link Extension crossing the Ship Canal in Seattle, Washington.

It is my understanding that the Board has recently completed the third and final scoping session soliciting public comments on paths forward for the project. It is also my understanding that one of the options under consideration is a "High-Level Bridge" alignment option that would extend across the Lake Washington Ship Canal at 14th Avenue West and disrupt critical maritime and cargo handling operations for the maritime shipping company Coastal Transportation.

The disruption of these operations would be hugely detrimental for my constituents on the Alaska Peninsula, the Aleutian Chain, and the Pribilof Islands who rely on Coastal Transportation for their year-round service to and from ports in the region. I must request that this option be eliminated from consideration due to the associated cost this would have for my constituents and Alaska.

Moreover, I also understand another option under consideration is a tunnel that would pass beneath the Ship Canal and pose minimal impacts for maritime activities. I support this option as it would provide light rail service to Ballard without disrupting critical shipping operations on the canal.

I appreciate your consideration for this request and urge that you move forward with the path of least disruption and construct a tunnel to provide light rail service to Ballard while maintaining important maritime operations.

Sincerely,

DON YOUNG
Congressman for All Alaska

VISIT OUR WEBSITE
HTTP://DONYOUNG.HOUSE.GOV

4241 B STREET
SUITE 203
ANCHORAGE, ALASKA 99503
907-271-5978

100 CUSHMAN STREET, SUITE 307
P.O. BOX 73110
FAIRBANKS, ALASKA 99707
907-456-0210

CALL TOLL-FREE
1-866-990-5979

SEATTLE CITY COUNCIL | DISTRICT 1
COUNCILMEMBER LISA HERBOLD

April 2, 2019 **sent by electronic mail**

Lauren Swift, Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Ms. Swift,

I am submitting these comments as District 1 Seattle City Councilmember, representing West Seattle and South Park. I am writing to:

1. Let Sound Transit know what I've been hearing from constituents in West Seattle about the ST3 proposal
2. Help inform the Sound Transit Board's identification of a Preferred Alternative and other alternatives to study in the Environmental Impact Statement (EIS)
3. Reiterate my concern expressed in the March 29 Elected Leadership Group meeting that the schedule for publishing scoping comments does not allow members of the Elected Leadership Group (ELG), nor the Stakeholder Advisory Group (SAG), adequate time for review before making recommendations.

There is strong support for bringing light rail to West Seattle, but there is also significant concern about impacts

- Locating light rail stations and alignment will be a 100-year decision, with permanent, long-term impacts on the West Seattle community
- An elevated alignment through the heart of the West Seattle Junction Urban Village, and through a built neighborhood in the Youngstown area of North Delridge, would be unique to this line and unprecedented for light rail in Seattle
- Concerns are focused on displacement from residents and businesses in the Alaska Junction, especially regarding the elevated option; from residents around 35th and Avalon; in North Delridge; and Pigeon Point
- Concerns about construction impacts are also worthy of consideration, in particular reduced access to the peninsula, which has a small number of access points

I support consideration of the following additional options or design alternatives:

- In Delridge, please consider alternatives that reduce the impact on the neighborhood:
    - The Pigeon Ridge (purple) option, specifically those features such as: i. a station location that minimizes impacts on residents in the Youngstown area of North Delridge, ii. a station location further south than other alternatives, and iii. the best transfer environment for riders from communities to the south
    - The Yancy Street option considered in Level 1, or a similar design alternative

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    - Additionally, alternatives that reduce the visual and emergency access impact of the guideway height, especially along Genesee
- Given the developed nature of the West Seattle Junction and Youngstown neighborhoods, and the potential impact of an elevated alignment, consideration of additional option(s)/design alternatives in the EIS
    - One option would be to carry additional option(s)/design alternatives through the Draft Environmental Impact Statement, scheduled for 2020, and then have the Board consider which options to carry into the Final EIS. This could be done with an understanding that work will be done on funding
- Encouragement for mixing and matching options

I support identifying potential cost savings to fund tunnel(s)

- Consider potential station consolidation, if this assists in making tunnels more affordable in West Seattle and Ballard; in West Seattle community members have suggested, for example, elimination of the Avalon station (two stations are proposed in the West Seattle Junction Urban Village); two Level One options proposed by Sound Transit in West Seattle consolidated stations
- I encourage Sound Transit to explore opportunities for savings in the portions of the alignment planned for a tunnel; for example, in South Lake Union

Project purpose and need, and 2030-2035 service

- The line as planned would require West Seattle riders travelling north to transfer at the SODO station from 2030-2035. During peak commute times, for example the morning rush hour, trains arriving at the SODO station are likely to be full heading into Downtown, making for a poor transfer environment, and resulting in longer commutes for West Seattle riders. This runs contrary to the Purpose and Need statement for ST3, to *"Provide high-quality rapid, reliable and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan".*
    - As a practical matter, bus service would likely be needed during peak commute times at current levels, limiting the effectiveness of the overall transportation system
    - This must be addressed either in, or alongside the EIS.

In closing, I request more time for review after the publishing of the Scoping Summary before either the SAG meeting or the next ELG is scheduled. In the March ELG meeting I asked whether the scoping comments are considered to be instructive to Level 3 review advisory decisions of the SAG and the ELG. My question was answered in the affirmative. For this reason I respectfully request a week's time between the publishing of the Scoping Comments Summary and scheduling the SAG and ELG meetings.

Sincerely,

Seattle City Councilmember
District 1, West Seattle and South Park

An equal opportunity employer
600 Fourth Avenue, Floor 2 | PO Box 34025, Seattle | Washington 98124-4025
Phone (206) 684-8803 **Fax** (206) 684-8587 **TTY** 711
Email lisa.herbold@seattle.gov

APPENDIX E

Business and Business Organization Comments

Charles P. Costanzo
Vice President - Pacific Region

5315 22nd Avenue NW
Seattle, WA 98107

ccostanzo@americanwaterways.com
206.257.4723

April 2, 2019

Ms. Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: West Seattle and Ballard Link Extensions Project Scoping

Dear Lauren Swift:

On behalf of the American Waterways Operators, the national trade association for the U.S. tugboat, towboat and barge industry, thank you for the opportunity to provide scoping comments on the proposed projects to extend Sound Transit's light-rail service to West Seattle and Ballard. The U.S. tugboat, towboat and barge industry is a vital segment of America's transportation system. The industry safely and efficiently moves over 760 million tons of cargo each year, including more than 60 percent of U.S. export grain, energy sources, and other bulk commodities that are the building blocks of the U.S. economy. The fleet consists of nearly 5,500 tugboats and towboats, and over 31,000 barges. These vessels transit 25,000 miles of inland and intracoastal waterways, the Great Lakes, and the Atlantic, Pacific and Gulf coasts. Tugboats also provide essential services including ship docking, tanker escort, marine construction, and bunkering in ports and harbors around the country.

In 2017, the combined economic impact of Washington's maritime industry was nearly $38 billon, with a direct revenue of over $17 billion. The state's maritime industry drives job creation and enhances job preservation throughout the region. Over 70,000 Washingtonians are directly employed in the expanding maritime sector with an average salary at $65,150. The maritime industry supports an additional 190,000 jobs throughout Washington.

Sixteen AWO member companies are headquartered in Washington, and over a dozen others operate tugboats and barges on Washington waters. AWO members operate tugboats and barges that regularly transit the Lake Washington Ship Canal (LWSC) and the Duwamish Waterway, in some cases with barges in tow. Additionally, AWO members operate shipyards and terminals along the LWSC and the Duwamish Waterway and rely on other Seattle shipyards and marine industrial service providers for vessel construction and maintenance.

These towing vessels serve the entire region by transporting commodities, supporting construction projects, and assisting ships. For instance, AWO member vessels regularly transit the Lake Washington Ship Canal and the Lower Duwamish waterways to perform freight barge

service for the Alaska and Hawaii markets, and AWO member vessels regularly transit the east and west waterways around Harbor Island and the Lower Duwamish to perform ship assist work in the Port of Seattle.

Sound Transit's proposals for the West Seattle and Ballard link extensions have the potential to significantly affect the daily business operations of Washington's maritime businesses. Throughout Sound Transit's review of the environmental, construction, and operational impacts of the proposed link extensions, AWO requests careful consideration of the concerns and recommendations below to minimize the projects' harmful effects on the economy and mitigate those that cannot be avoided.

West Seattle Link Extension

The Ports of Seattle and Tacoma jointly represent the nation's fourth largest gateway for international trade and are jointly operated by the Northwest Seaport Alliance. Vessels, trucks and trains need regular and efficient access to these port facilities and the West Seattle Link Extension must account for potential issues of disruption, congestion, and freight mobility in and around the port. The preservation of truck and marine access to and from the public and private marine terminals, especially Terminals 5 and 18, is critical to the economic vitality of Seattle's maritime sector, including tugboat and barge operations in Seattle.

AWO is concerned that the proposed rail extension link over the Duwamish Waterway would significantly affect tugboat and barge operations by impeding either rail or truck access to and from Terminals 5 and 18 and other private sector facilities. Conservatively, 390 fuel trucks transit to and from Harbor Island private fuel terminals every day. Each truck transports an average of 9,000 gallons of fuel for a daily amount of 3,510,000 gallons. This product is transported throughout Washington State and a disruption in service could negatively impact regional fuel prices. Therefore, AWO recommends that the Environmental Impact Statement (EIS) review the proposed Spokane Street Corridor alignments, especially those north of West Seattle Bridge, and ensure maritime facilities remain fully operational throughout construction and after completion of the project. Sound Transit should evaluate how the project will ensure access to truck and rail assets serving those facilities, navigable waters, and shore operations from the federal channel (related to pier placement) both during construction and project operations.

To prepare for larger container vessels and to drive growth in international marine cargo, the Port of Seattle has secured permits to perform more than $300 million in infrastructure improvements to Terminal 5 by 2025 as a part of the T-5 Wharf Rehabilitation, Berth Deepening, and Improvements Project. Terminal 5's timely improvements are critical for Washington state exports to Asian markets, in addition to growing cargo volumes and maritime jobs in the Puget Sound region. Additionally, the City of Seattle has recently completed the Lander Street Bridge, a $123 million project to create an efficient freight corridor by providing a direct connection to Port of Seattle facilities and freight operational support centers. AWO recommends that the proposed West Seattle link extension does not adversely affect these critical infrastructure investments, which represent opportunities to strengthen Seattle's maritime economy, and requests full evaluation of these concerns in the EIS.

To minimize negative effects on maritime operations, AWO recommends aligning the proposed Duwamish crossing for Link light rail farther south. AWO strongly recommends that Sound Transit evaluate the previously discarded Purple Line route, which is less disruptive compared to the Blue Line route. The Blue Line Route proposes a crossing point over the Duwamish Waterway directly above critical maritime operations areas, which would be catastrophic for maritime businesses operating below the construction footprint of the Blue Line's proposed Duwamish crossing point. Additionally, AWO recommends that the air draft for the bridge over the commercial waterway be at least as high as the West Seattle Bridge, and that column spacing within the waterway be at least 200 feet apart and in alignment with the existing navigation channel.

Ballard Link Extension

AWO recommends that any proposal for a Ballard link extension meet the needs of existing and future navigation on the Lake Washington Ship Canal. The Lake Washington Ship Canal is a vital waterway for regional maritime interests from the beginning of the channel at the Ballard Locks to the interior waters of Lake Union, Lake Washington, and a large network of interconnected waterways. AWO members are involved daily in towing operations on the Ship canal and rely on the opening of the Ballard bridge for tows of barges up to 300 feet long. As the keystone of Washington's maritime system, the Ballard Locks are the busiest in the nation, with over 40,000 commercial and recreational vessels passing through the locks each year.

Together, the canal and lock system supports a vibrant maritime economic cluster that was highlighted in a 2017 study by the McDowell Group, reflecting:

- At least $90 - $120 billion over the next 75-100 years ($1.2 billion annually) in maritime activity, including commercial fishing companies, shipyards, vessel sales, freight and shipping services, and marinas;
- $9 - $12 billion in payroll over the next 75-100 years ($120 million annually);
- 3,000 full-time equivalent jobs; and,
- $1.1 - $1.5 billion over the next 75-100 years in federal tax revenues ($15 million annually).

AWO recommends Sound Transit acknowledge this substantial regional economic impact and avoid negative impacts to this important industrial cluster. Aerial alignments across Lake Washington Ship Canal could significantly affect both the safety and efficiency of AWO member operations by impeding and obstructing vessel navigation. Navigation obstructions along Lake Washington Ship Canal such as a fixed-height bridge or bridge abutments could force large vessels and barge tows into increasingly narrow canal space, presenting significant safety risks.

A moveable bridge across the Ship Canal and its abutments would pose challenges for safe vessel navigation. The increased bridge opening requirements of a vessel to transit 2 bridges while depending on bridge operations to reliably open upon their approach create significant safety concerns for AWO members. In addition, vessel delays due to congestion represent increased costs for customers throughout the Pacific Northwest and communities in Alaska that

rely heavily on the commercial navigability of Lake Washington Ship Canal for essential commodities.

Therefore, AWO supports the elimination of aerial alignments across Lake Washington Ship Canal and recommends a tunnel route as an alternative to limit negative effects on the flow of maritime commerce during and after project construction.

Shoreline Management Act

Washington's Shoreline Management Act (SMA) was enacted in 1971 to manage and protect the shorelines of the state by regulating development around Washington's coastal, tidal, and shoreside lands. A major goal of the Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." The SMA accomplishes this major goal in part by allowing preference to shoreline uses that inherently depend on proximity to the shoreline.

Many of Seattle's maritime businesses, including AWO members' shoreside operations, inherently depend on access to both water and land. For many of these operations, relocation is impossible. To align with the intent of the SMA, AWO recommends that Sound Transit allow preference to these shoreline uses should the proposed link extensions demonstrate potential to displace or significantly disrupt the operation of these water-dependent facilities.

AWO appreciates the opportunity to provide comments regarding Sound Transit's proposed West Seattle and Ballard light rail link extensions. Please do not hesitate to contact me with any questions.

Sincerely,

Charles P. Costanzo
Vice President – Pacific Region

M. Bruce Anderson

Anderson & Associates

7420 SE 24th Street Ste 4
Mercer Island, WA 98040
(206) 397-3579
(206) 402-4325

Sent via email on March 12, 2019

Date: March 11, 2019

To: West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

From: M. Bruce Anderson
MBA Ballard Properties LLC
7420 SE 24th Street, suite 4
Mercer Island, WA 98040

RE: Proposed Train Station at 14th Ave. NW and NW Market St.

We object to the proposed train station at 14th Ave. NW and NW Market St. as designed. We are in the midst of planning a mixed use commercial/apartment project at the site Sound Transit proposes as a train depot for passengers. It appears from the preliminary drawings of the elevated station that the ingress and egress platform will extend onto our property at the NE corner of NW Market St. and 14th Ave. NW. If the platform structure is not built in the public right of way, Sound Transit will have to condemn our property.

We have been waiting for the "upzone" of the neighborhood to occur. Based on the rezone we have designed a large mixed-use commercial/residential project for the site. The project will have a first level of commercial space, four additional levels of apartments and two levels of underground parking. The commercial space is slated to be absorbed by two national credit tenants. We have spent a great deal of time in preparation for redeveloping the site. Both existing leases will expire in the near term and one of the commercial tenants will move back into new retail space upon completion of the project.

If Sound Transit makes the decision to build an elevated train line on 14th Ave. NW we see no reason why the access point to the station platform could not be moved south 100 to 150 feet to allow passengers to access the platform from a structure built over an existing vacant parking lot just south and across NW 54th St. from MacDonald's. A platform built over the

M. Bruce Anderson

Anderson & Associates

7420 SE 24th Street Ste 4
Mercer Island, WA 98040
(206) 397-3579
(206) 402-4325

vacant parking lot would not impact existing tenants, structures nor impede our new development. The parking lot access point would certainly be less disruptive and less costly for Sound Transit to acquire.

If the 14th Ave NW corridor becomes the chosen route for the train, the platform for the NW Market St. and 14th Ave NW crossover should be designed to allow ingress and egress from the parking lot at the SE corner of NW 54th St. and 14th Ave. NW. Again, it will be less disruptive and expensive for Sound Transit to pursue.

We look forward to the committee's concurrence.

Thank you,

M. Bruce Anderson
Owner
MBA Ballard Properties LLC

BOWMAN
REFRIGERATION

March 31, 2019

Ballard Link Extension
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA. 98104

Email: wsbscopingcomments@soundtransit.org//

Attn: Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board Members:

As management of a maritime company and property that will be significantly impacted by the routing of ST3 Ballard Link, we would like to express a strong preference for a tunnel as the best route for crossing the Lake Washington ship canal.

Every property adjacent to the ship canal is vital to maintaining a vibrant working waterfront that supports the diversity of maritime related businesses necessary to continue successfully servicing the Gulf of Alaska, Bering Sea, Puget Sound, Southeast Alaska, and Coastal WA & OR commercial fishing fleets; the recreational boating and fishing fleets of Puget Sound & Lake Washington; and all the other maritime commerce that either emanates from this waterway or visits for repairs, refueling and outfitting.

Seattle currently enjoys the envious position of being the first choice as a port of call for services for commercial vessels of any kind that operate in Alaska. Any route other than a tunnel will threaten the businesses that provide well-paying maritime related jobs and the associated tax base.

The bridge option west of 15th Ave. NW. would have a devastating impact on the south side to the continued viability of Fishing Vessel Owners shipyard and marine railway (currently celebrating its 100th anniversary), and would also take out a portion of Western Pioneer property on the north side. Relocation is not a practical option for Fishing Vessel Owners so that would bring their demise.

Similarly, the bridge option on 14 Ave. NW. would cause harm to the operations of Coastal Transportation whose ships are a vital link to the ports of Alaska, transporting food and supplies north and bringing frozen fish south to market. In addition to the impacts on their property, columns in the water out in front of their docks would severely impact their ability to maneuver their ships. The north side of this route would adversely impact the 14th Ave. NW public boat launch and the massive pile caps and support columns would negatively impact our property and our neighbor Northern Lights (manufacturers of ship's generators), reducing property value, ease of access, freight ingress/egress, traffic flow, sight lines, access to light and increasing noise. This in addition to the burden already placed on our property by the Burke Gilman Trail/Missing Link which transits along the north side of our property on NW 45th St.

Bowman Refrigeration, Inc. ● 4451 14th Avenue NW ● Seattle, WA 98107
TEL: (206) 706-3033 ● FAX: (206) 706-3034 ● www.bowmanrefrigeration.com

BOWMAN
REFRIGERATION

Like any industrial center, the commercial success of the BINMIC area is completely dependent on a functioning transportation system that provides the freight mobility necessary to support the commerce. As everyone knows, our transportation system is pretty well maxed out every day. An alignment west of 15th Ave. NW that includes a tunnel to cross the ship canal would cause the least disruption both during construction and after completion.

We understand that the additional costs a tunnel would require are not included in the representative alignments, but an explanation is needed why the tunnel was not included. A Ballard tunnel was considered as late as August 2015, why was it eliminated from the draft plan? We believe it was irresponsible to exclude this option when the representative alignment was placed on the ballot initiative.

We also think that if all the costs associated with building an elevated crossing were taken into account, the difference in cost with a tunnel might be negligible if any. The costs of property purchases and property harm mitigation would be reduced. The west of 15th route has severe negative impacts on the future repair/replacement of the Ballard Bridge. Building that route simply pushes those increased costs onto the public at a later date. Both the 14th or 15th elevated routes will have large costs associated with salmon mitigation during construction. Has that been thoroughly researched and are realistic costs for that in the current estimates? Another requirement is that the canal must be kept open to ship traffic at all times – it is a federal commercial waterway connected to the busiest locks in the US. Has a realistic assessment of what it would take to accomplish that at all times during construction been calculated into the construction costs? Has ST discussed with the Coast Guard what it will take to stay in compliance with their rules during construction? Are those costs in the current estimates?

Thank you for your consideration of our comments. A project of this magnitude needs to get it right the first time as the impacts will last indefinitely and change the neighborhoods and impacted businesses forever. For all the reasons stated above and many more you will likely receive in other submissions, we implore you to select a tunnel to cross under the Lake Washington Ship Canal/Salmon Bay.

Sincerely,

W. Scott Yale II
Vice President

David C. Bowman
President

Member: North Seattle Industrial Association

CC: (via email) Councilmember Mike O'Brien
Mayor Jenny A. Durkan
Councilmember Teresa Mosqueda
Councilmember Lorena Gonzales
NSIA President Eugene Wasserman

Bowman Refrigeration, Inc. ● 4451 14th Avenue NW ● Seattle, WA 98107
TEL: (206) 706-3033 ● FAX: (206) 706-3034 ● www.bowmanrefrigeration.com

HOULIHAN LAW, P.C.
100 N. 35th Street • Seattle, WA 98103

JOHN T. (J.T.) COOKE
ATTORNEY
JT@HOULIHAN-LAW.COM

March 27, 2019

Submitted via email: wsbscopingcomments@soundtransit.org

WSBLE Project (c/o Lauren Swift)
Sound Transit, 401 S. Jackson Street,
Seattle, WA 98104-2826

Re: West Seattle and Ballard Link Extension
EIS Scoping Comments

Dear Ms. Swift:

We represent CenterPoint Properties Trust, CenterPoint 3546 Marginal Way LLC and CenterPoint Marginal LLC (collectively "CenterPoint") owners of property located 3480 West Marginal Way SW, 3546 West Marginal Way SW and 3518 West Marginal Way SW respectively (collectively "CenterPoint Properties"). A map of the CenterPoint Properties is enclosed with this comment letter. On behalf of CenterPoint please accept these comments on the scope of the Environmental Impact Statement ("EIS") for Sound Transit's West Seattle and Ballard Link Extension ("WSBLE").

Description of Property

The CenterPoint Properties are located adjacent to Terminal 5 and abut the West Waterway. The CenterPoint Properties provide moorage for business requiring access to water for loading and unloading of barges and are presently leased by business requiring industrial access to water and the Port of Seattle's Terminals.

The area in and around the CenterPoint Properties is used heavily and there is little to no surface area that is not essential to industrial operations and freight mobility into and out of the CenterPoint Properties and Terminal 5. The CenterPoint Properties are bounded by the Port of Seattle's Terminal 5 to the north and the West Waterway to the east. Immediately west is a dual track rail corridor and west of that is West Marginal Way. High voltage, above ground power lines occupy the limited space in between the CenterPoint Properties and the lower Spokane Street Bridge to the south.

Presently, the CenterPoint Properties are accessed via at-grade rail crossings along West Marginal Way SW and the north leg of the intersection SW Spokane Street/West Marginal Way SW/Chelan Avenue SW; however, these points of access will be effectively blocked by the Port as part of the Terminal 5 Improvements. As a result, access to the CenterPoint Properties will be dependent on being able to fully utilize all available surface space east of the existing railway for ingress and egress into and out of the CenterPoint Properties to the existing road network. A north crossing over the Lower Duwamish creates a risk the support columns will be placed in this area which may effectively deprive CenterPoint of access to the CenterPoint Properties, effectuate

a take of the CenterPoint Properties, force the relocation of the businesses utilizing the CenterPoint Properties, and further compromise freight mobility in this highly constrained and congested area.

The Preferred Alternative for the West Seattle Extension Must Cross the Duwamish Waterway South of the West Seattle Bridge

Of the proposed alignments going to West Seattle, CenterPoint requests that Sound Transit select an alternative that includes a high-level crossing of the Lower Duwamish Waterway south of the West Seattle Bridge as its preferred alternative. A south crossing will have the least amount of impact on industrial lands, businesses and their employees in the vicinity of Harbor Island and Terminal 5 including the CenterPoint Properties. It avoids the highly congested area between the West Seattle Bridge and Terminal 5 that is festooned with critical transportation and utility infrastructure servicing West Seattle and the Port of Seattle's Terminal 5. And, a south crossing will also avoid unnecessary construction of overpasses over the West Seattle Bridge, lower Spokane Street Bridge, and Terminal 5 access bridge. An overpass over the West Seattle Bridge will create visual distractions to drivers on the West Seattle Bridge and may also complicate emergency access to and from Terminal 5 and West Seattle in the event of a natural disaster.

Alternatives for the Duwamish Crossing Should Be Assessed Independently

The WSBLE is a massive project that consists of two independent and distinct segments: (1) extension of light rail from downtown to West Seattle ("WS Extension"); and (2) extension of light from downtown to Ballard ("Ballard Extension"). Alternatives for the WS Extension follow the same general alignment except where the extension crosses the Duwamish where the alignment diverges between a crossing south of the West Seattle Bridge and north of the West Seattle Bridge. This segment of West Seattle Extension should be assessed independently of their pre-selected counterparts beyond the proposed Delridge Station in the EIS.

The importance of properly defining alternatives is essential to SEPA's purpose:

> It is difficult to overstate the importance of reasonable alternatives to achieving SEPA's underlying policy goals, which seek to balance the needs of the environment with the inevitability of development. By explaining how the action agency can achieve its project objectives at a lower environmental cost, the discussion of reasonable alternatives in the EIS carries out SEPA's core policy in the form of practical advice.

Columbia Riverkeeper v. Port of Vancouver, 188 Wn.2d 80 (2017) (dissent J. Stephens) (citations omitted). Here, Sound Transit has two main alternatives to cross the Duwamish Waterway. Yet Sound Transit conflates these alternatives into pre-ordained route selections for the entire length of the WS Extension. This has the effect of limiting design flexibility and diluting the discussion

and assessment of the alternatives for crossing the Duwamish Waterway to the detriment of SEPA's primary purpose: to provide decision-makers with a fully-informed assessment of the environmental impacts of a proposed action.

For example, a tunnel option north of the proposed Delridge Station may be the best alternative for that segment of the WS Extension even though a south crossing of the Lower Duwamish Waterway would have fewer impacts than a north crossing. But because the tunnel option is tied to a north crossing the relative benefits of a south crossing may be overshadowed by the benefits of a tunnel. Evaluating these component parts independently will allow for an unfiltered assessment of their benefits and impacts which will allow for selection of an alignment that best meets the purpose and need for light rail with the least amount of adverse environmental impacts.

Unavoidable Adverse Impacts

The WSBLE will have numerous significant unavoidable impacts both during construction and post construction. CenterPoint Properties requests the following general issues be assessed in the EIS:

Acquisitions, Displacements and Relocations: The EIS should evaluate the cumulative effect of the loss and fragmentation of large industrial-zoned parcels like the CenterPoint Properties. It should also assess the availability, or lack thereof, of large industrial parcels for relocation of businesses reliant on these types of properties.

As noted above, the CenterPoint Properties are leased by businesses the rely on industrial access to water and the Port Terminals. The EIS should assess the impacts of displacing these businesses to other locations further away from Port infrastructure including, but not limited to, longer truck trips and increase emissions.

Additionally, the EIS should assess the displacement of existing utility infrastructure associated with a north crossing. High voltage, above-ground power lines parallel the West Seattle Bridge and lower Spokane Street Bridge. A north crossing may require relocation of these power lines which may lead to service interruptions. Relocating these utility lines may also require greater business displacements and property acquisitions than a south crossing.

Economy: We have significant concerns about economic impact resulting from unmitigated impacts to industrial businesses. The EIS should analyze the potential for impacts on industrial lands and businesses from acquisitions, displacements, and relocations on interdependent businesses and land. As noted above, alignments that result in even a minimal loss of industrial land or that interfere minimally with freight mobility will have significant impacts on the industrial economy in the area.

Land Use: We are concerned that extension of light rail and the placement of stations will increase pressure to convert industrial lands to non-industrial uses. The EIS should asses the potential that each alternative will increase pressure for high-density, non-industrial development, especially along the shoreline.

The alternatives should also be analyzed against local planning policies. For example, the City's Comprehensive Plan includes a host of policies aimed at preserving and expanding industrial business in the Greater Duwamish Manufacturing Industrial Center ("GDMIC") some of which we provide here:

- GD-G7 The City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish Manufacturing/Industrial Center when considering the siting of public uses there.
- GD-P8 Strive to protect the limited and nonrenewable regional resource of industrial, particularly waterfront industrial, land from encroachment by nonindustrial uses.
- GD-G9 A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.
- GD-P26 Recognize and strive to address the cumulative traffic effects that transportation and development projects in and near the Duwamish Manufacturing/Industrial Center can have on freight mobility.
- GD-P34 Recognize the importance of intermodal connections for the movement of freight between the state highway system, rail yards, barge terminals, Port terminals, airports, and warehouse/distribution centers.
- GD-P35 Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/Industrial Center.

Analysis of the alternatives against these policies is of paramount importance because all the alternative route selections proposed by Sound Transit will cross through the GDMIC. All alternatives should be evaluated to determine which alternatives best achieve these land use policies aimed at preserving and enhancing the industrial uses in the GDMIC.

Social Justice: All alternatives for the Ballard Extension tunnel through the downtown commercial core thereby saving the property owners, businesses and their employees in those commercial areas from suffering the impacts associated with construction and operation of the WSBLE. None of the West Seattle Extension alternatives include a tunnel through the industrial area on either side of the Lower Duwamish Waterway. The EIS should address the social justice issues associated with route selection and design and its disparate impact on "blue-collar"

businesses and employees as compared to "white-collar" business and employees in commercial areas north of downtown.

Traffic: The EIS should assess impacts to traffic. The north crossing requires an elevated structure above the West Seattle Bridge as the extension curves south towards Delridge. The EIS should assess the visual distraction an elevated structure above the West Seattle Bridge will create for drivers.

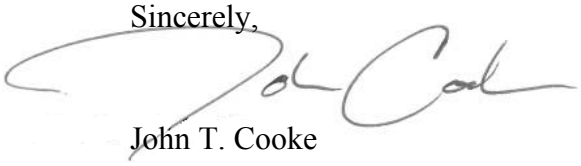
Additionally, the EIS should assess the cumulative traffic impacts from the Port of Seattle's Terminal 5 Improvement Project on local surface traffic below the West Seattle Bridge. There is very little unused surface space in the area between the West Seattle Bridge, Terminal 5 and the CenterPoint Properties. Surface space that is not occupied by buildings in this area is used for transportation and is essential to freight mobility to and through the area. Locating columns to support an upper level crossing in any of these areas will have a disastrous impact on mobility through this highly congested area.

Disaster Planning: The EIS should assess disaster planning either as a subset of the topics already proposed for study or as a new independent area of study. The Seattle area is seismically active. The West Seattle Fault runs through north West Seattle and Harbor Island north of the West Seattle Bridge. Analysis of alternatives must consider the possible impacts construction of the WSBLE will have in the event of a natural disaster like an earthquake.

The West Seattle Bridge and lower Spokane Street Bridge are the primary means of vehicular access to and from West Seattle. The Terminal 5 access bridge will be the only point of access to Terminal 5 when the Port completes its proposed improvement to Terminal 5. A north crossing would require an overpass over the West Seattle Bridge. and the West Seattle Bridge and the Terminal 5 access bridge. Constructing light rail overpasses over these critical pieces of infrastructure creates a significant risk that they may be blocked in the event of a natural disaster and prevent emergency services like City of Seattle Fire Station 36, which is located just beneath the West Seattle Bridge, from reaching areas in need. The proposed southern crossing avoids these impacts because they do not require overpasses over these essential access routes.

Thank you for considering these comments.

Sincerely,



John T. Cooke

Encl.
Cc: Client

206.547.5052 DIRECT / 206.547.1958 FAX / 206.714.0296 MOBILE
www.houlihan-law.com

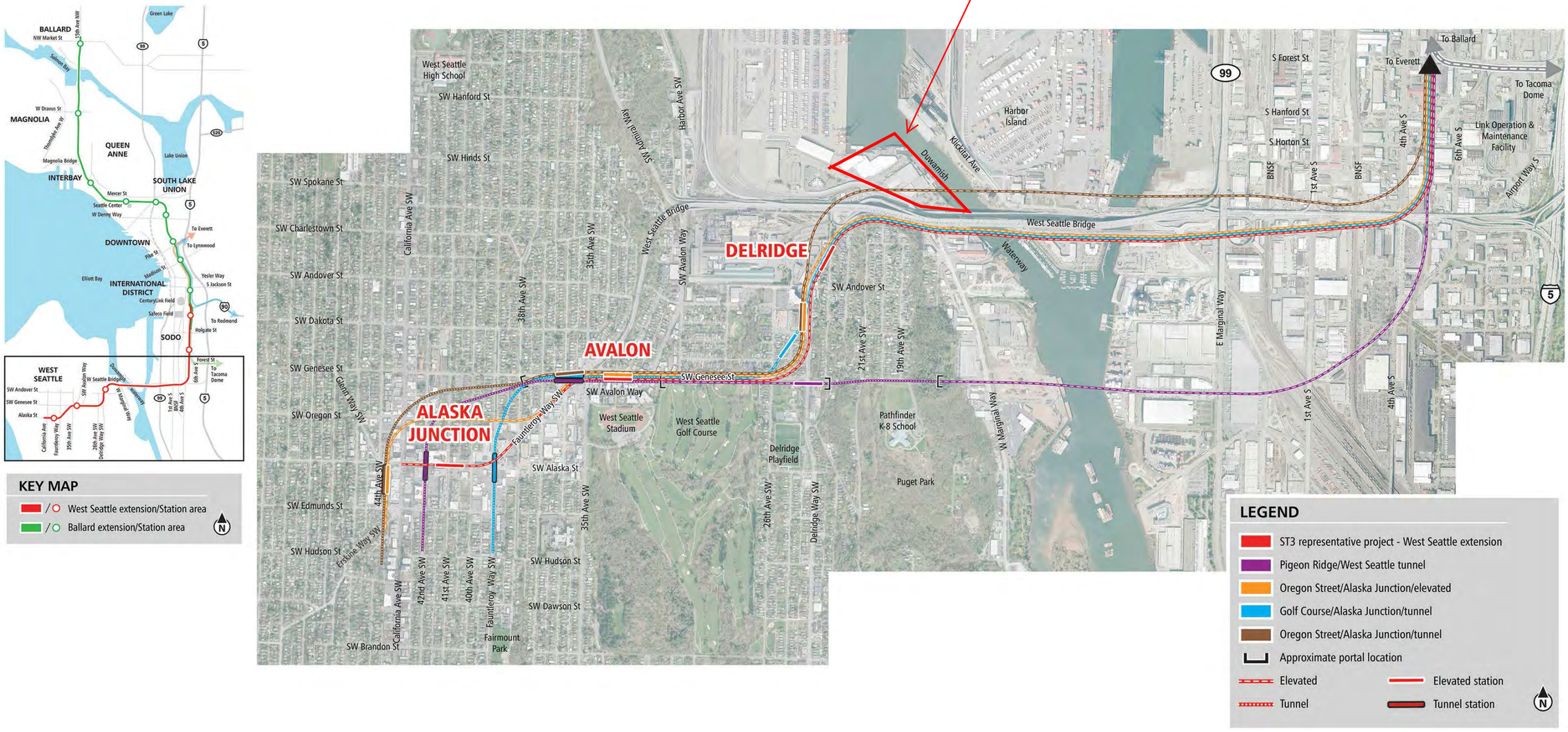


Figure B-1 West Seattle/Duwamish Segment—Level 2 Alternatives

CenterPoint
centerpoint.com

March 29, 2019

Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Via Email: WSBLink@SoundTransit.org & Sound Transit Board Members & Working Committee Members

Attn.: Sound Transit Board of Directors
Elected Leadership Group, WSBL
Stakeholder Advisory Group, WSBL
WSBL Stakeholders

Re: Sound Transit West Seattle Ballard Link Extension ("WSBL") Alignment Alternatives

Dear Sound Transit Board Members, Elected Leadership Group, Stakeholder Advisory Group, and other WSBL stakeholders;

CenterPoint Properties Trust, CenterPoint 3546 Marginal Way LLC and CenterPoint Marginal LLC (collectively "CenterPoint") are owners of property located 3480 West Marginal Way SW, 3546 West Marginal Way SW and 3518 West Marginal Way SW respectively (collectively "CenterPoint Properties"). We are asking you to eliminate the crossing of the Lower Duwamish Waterway north of the West Seattle Bridge ("North Crossing") from the alignment options carried forward into the EIS process.

As you know, Sound Transit is currently considering three options for the West Seattle Extension crossing of the Lower Duwamish Waterway. The North Crossing alignment will result in light rail cutting through the core of CenterPoint's property at 3518 West Marginal Way SW. (Attached at Exhibit A is a depiction of the North Crossing with the 3518 West Marginal property noted in red). The alignment will require construction of a massive foundation and support column on or adjacent to the 3518 property to support the span crossing the west waterway. Such construction work will undoubtably require taking all or a substantial portion of the properties.

Industrial land abutting navigable waterways is unique and irreplaceable. The features and benefits of this particular property are rare and include: direct railroad and intermodal loading access from the marine terminal and deepwater moorage. Properties like these are essential to maintaining a vibrant and diversified maritime industrial economy. They should be preserved.

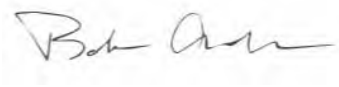
Similarly, a north crossing would have significant impacts on freight mobility in the area. The north crossing alignment crosses the Terminal 5 Access Bridge, West Marginal Way SW, Chelan Avenue SW and SW Spokane Street before turning south over the West Seattle Bridge. The surface area beneath the proposed alignment is completely paved with critical road infrastructure. There is simply no room to place a support column for the elevated line north of the West Seattle Bridge without significantly impeding ingress and egress throughout the area. Placing a column in this highly congested area will have devastating impacts on ingress and egress to and from West Seattle as well as freight mobility.

In addition to the property impacts, CenterPoint's three tenants would also likely be displaced without an ability to relocate to equivalent operational properties. Island Tug and Barge, SeaPac Terminals and PacWest Terminal lease the CenterPoint Properties. All of them rely heavily on access to the waterway, moorage, railroad lines and freight access/circulation. A north alignment risks loss of these tenants and their hundreds of family wage jobs in their operations and the businesses that serve them. The south alignment would avoid these adverse impacts.

A south crossing will have the least amount of impact on industrial lands, businesses and their employees in the vicinity of Harbor Island and Terminal 5 including the CenterPoint Properties. It avoids the highly congested area between the West Seattle Bridge and Terminal 5 that is replete with critical transportation and utility infrastructure. Moreover, the south crossing is currently projected to be $300 Million dollars less expensive than the north crossing.

CenterPoint supports an alternative alignment that would cross the Lower Duwamish Waterway south of the West Seattle Bridge. CenterPoint asks the Sound Transit Board, Elected Leadership Group and Stakeholder Group to reevaluate the proposed north crossing alignment and eliminate it from further consideration.

Respectfully Submitted,



Bob Andrews, Executive Vice-President

Cc.: *Recipient list on following pages.*

Sound Transit Board of Directors

John Marchione
Redmond Mayor
Mayor@Redmond.gov

Ron Lucas
Steilacoom Mayor
Ron.Lucas@ci.Steilacoom.wa.us

Paul Roberts
Everett Councilmember
PRoberts@ci.Everett.wa.us

Nancy Backus
Auburn Mayor
NBackus@AuburnWA.gov

David Baker
Kenmore Mayor
DBaker@KenmoreWA.gov

Claudia Balducci
King County Councilmember (Dist. 6)
Claudia.Balducci@KingCounty.gov

Dow Constantine
King County Executive
Dow.Constantine@KingCounty.gov

Bruce Dammier
Pierce County Executive
PCExecutive@co.Pierce.wa.us

Jenny A. Durkan
Seattle Mayor
Jenny.Durkan@Seattle.gov

Dave Earling
Edmonds Mayor
Dave.Earling@EdmondsWA.gov

Rob Johnson
Seattle City Councilmember (Dist. 4)
Rob.Johnson@Seattle.gov

Joe McDermott
King County Councilmember (Dist. 8)
Joe.McDermott@KingCounty.gov

Roger Millar
Washington State Department of Transportation
MillarR@WSDOT.WA.gov

Dave Upthegrove
King County Councilmember (Dist. 5)
Dave.Upthegrove@KingCounty.gov

Peter Von Reichbauer
King County Councilmember (Dist. 7)
Pete.VonReichbauer@KingCounty.gov

Dave Somers
Snohomish County Executrive
Dave.Somers@SnoCo.org

Victoria Woodards
Tacoma Mayor
Victoria.Woodards@CityofTacoma.org

Sound Transit Elected Leadership Group: *West Seattle and Ballard Link Extensions*

Councilmember Bruce Harrell
Seattle City Council
Bruce.Harrell@Seattle.gov

Executive Dave Somers
Sound Transit Board Chair
Dave.Somers@co.Snohomish.wa.us

Executive Dow Constantine
Sound Transit Board Member
Dow.Constantine@KingCounty.gov

Mayor Jenny Durkan
Sound Transit Board Member
Jenny.Durkan@Seattle.gov

Councilmember Joe McDermott
Sound Transit Board Member
Joe.McDermott@KingCOunty.gov

Councilmember Lisa Herbold
Seattle City Council
Lisa.Herbold@Seattle.gov

Councilmember Lorena González
Seattle City Council
Lorena.Gonzalez@Seattle.gov

Councilmember Mike O'Brien
Seattle City Council
Mike.OBrien@Seattle.gov

Councilmember Rob Johnson
Sound Transit Board Member
Rob.Johnson@Seattle.gov

Councilmember Sally Bagshaw
Seattle City Council
Sally.Bagshaw@Seattle.gov

Commissioner Stephanie Bowman
Port of Seattle
Bowman.S@PortSeattle.org

Sound Transit Stakeholder Advisory Group:
West Seattle and Ballard Link Extensions

Abigail Doerr
Transportation Choices Coalition
Doerr@TransportationChoices.org

Andres Arjona
Community Representative - Ballard

Becky Asencio
Seattle Public Schools
RAasencio@SeattleSchools.org

Deb Barker
Community Representative –West Seattle

Brian King
Community Representative – West Seattle

Bryce Yadon
Futurewise
Bryce@Futurewise.org

Colleen Echohawk
Chief Seattle Club
Info@ChiefSeattleClub.org

Dave Gering
Manufacturing Industrial Council
DGering@SeattleIndustry.org

Erin Goodman
SODO Business Improvement Area
Erin@SodoSeattle.org

Ginny Gilder
Force 10 Hoops/Seattle Storm

Greg Nickels
Former Mayor of Seattle

Hamilton Gardiner
West Seattle Chamber of Commerce
Hamilton@LawHG.net

Jon Scholes
Downtown Seattle Association
Info@DowntownSeattle.org

Julia Park
Community Representative – Ballard

Katie Garrow
Martin Luther King Labor Council

Larry Yok
Community Representative – Chinatown/ID

Maiko Winkler-Chin
Seattle Chinatown International District
Preservation & Development Authority
Maikowc@SCIDpda.org

Mark Nagle
Expedia

Mike Stewart
Ballard Alliance

Paul Lambros
Plymouth Housing
PLambros@PlymouthHousing.org
RSizemore@PlymouthHousing.org

Peter Schrappen
Northwest Marine Trade Association
Peter@NMTA.net

Robert Cardona
Community Representative - Uptown

Ron Sevart
Space Needle

Savitha Reddy Pathi
Wing Luke Museum of the Asian Pacific American Experience

Scott Rusch
Fred Hutchinson Cancer Research Center

Steve Lewis
Alliance for People with disAbilities

Walter Reese
Nucor Steel
Walter.Reese@Nucor.com

Warren Aakervik
Community Representative - Freight

Willard Brown
Delridge Neighborhood Development Association

Cc.: Other Industrial and Maritime Business Community Stakeholders

Eugene Wasserman, President
North Seattle Industrial Association
Eugene@ECWAssociates.com

April 1, 2019

WSBLE Project (c/o Lauren Swift)
Sound Transit, 401 S. Jackson Street,
Seattle, WA 98104-2826

wsbscopingcomments@soundtransit.org

Coastal Transportation

Dear Ms. Swift:

We are Coastal Transportation (Coastal) and Salmon Bay Terminals (SBT). Please accept these comments on the scope of the Environmental Impact Statement (EIS) for Sound Transit's West Seattle and Ballard Link Extension (WBLE).

Description of Property/Business

Coastal and SBT are local, family-owned companies that operate at 4025 13th Avenue West (Coastal Property). Coastal provides marine transportation services between the terminal situated on the Coastal Property and remote Alaskan ports not serviceable by roads. SBT provides terminal and property management services at the Coastal Property. SBT and Coastal directly employ approximately 120 people. Alternative routes proposed by Sound Transit for WBLE may result in acquisition of all or a portion of the Coastal Property which would have a devastating impact on Coastal and SBT's ability to engage in interstate commerce at the Coastal Property.

The Coastal Property is uniquely suited to Coastal's operations because of its size, zoning, shoreline location and access to rail and arterials. Coastal operates a fleet of five vessels with a gross tonnage ranging from 1,920 to 2,451 and 225 to 244 feet in length. We are the only company operating Aleutian Trade Act (ATA) self-sustaining freighters to Western Alaska. The Coastal Property provides moorage with sufficient depth to accommodate these vessels and provides access to key Alaskan shipping routes. The Coastal Property also is large enough to accommodate cargo staging, Coastal's frozen seafood handling warehouses, and an intermodal facility for freight distribution via rail and long-haul providers.

Coastal is not aware of any other similar-situated property in the Seattle area that meets its operational needs. Loss or fragmentation of the Coastal Property would significantly impact Coastal's operations and at best force it to leave the Seattle area. Furthermore, any disruption in servicing remote Alaskan ports would be unacceptable to those communities and a violation of Federal protections of interstate commerce.

The Preferred Alternative for the Ballard Extension Must Include a Tunnel at the Salmon Bay Crossing

Of the proposed alignments going north, Coastal urges Sound Transit to select an alternative that includes a tunnel at the Salmon Bay Crossing as its preferred alternative. As outlined more fully below, a tunnel option will have the least amount of impact on industrial lands, businesses and their employees in the vicinity of Salmon Bay including, but not limited to, Coastal and SBT. Additionally, a tunnel option is the only option the best meets the purpose of the proposal to:

> Provide high-quality rapid, reliable and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan.

A movable bridge at the Salmon Bay crossing will subject rail schedules to the whim of vessel traffic. Since 2011, the Ballard Bridge has opened an average of 4,000 times per year.[1] That is an average of almost 11 openings per day. The majority of those openings occur between the hours of 10 am and 4 pm. Coastal vessels alone pass through the Ballard Bridge twice per week and are not subject rush-hour bridge opening restrictions because they exceed 1,000 gross tons. Long-term functionality and reliability of the Ballard Extension, especially in light of likely future extensions north from the Ballard station, demand a tunnel crossing at Salmon Bay.

Alternatives for the West Seattle Extension and Ballard Extension Should be Assessed Independently

The WBLE is a massive project that consists of two independent and distinct segments: (1) extension of light rail from downtown to West Seattle (WS Extension); and (2) extension of light rail from downtown to Ballard (Ballard Extension). Alternatives for the WS Extension should be assessed independently from the alternatives for the Ballard Extension in the EIS. Evaluating each segment independently ensures that the potential environmental costs of each segment and their alternatives are fully and specifically defined so that they may be appropriately compared and evaluated by the public and decision makers.

The importance of properly defining alternatives is essential to SEPA's purpose:

> It is difficult to overstate the importance of reasonable alternatives to achieving SEPA's underlying policy goals, which seek to balance the needs of the environment with the inevitability of development. By explaining how the action agency can achieve its project objectives at a lower environmental cost, the discussion of reasonable alternatives in the EIS carries out SEPA's core policy in the form of practical advice.

Columbia Riverkeeper v. Port of Vancouver, 188 Wn.2d 80 (2017) (dissent J. Stephens) (citations omitted).

Here, Sound Transit has three alternatives for the WS Extension and three alternatives for the Ballard Extension. The alternatives result in at least nine potential alignments for the WBLE. Yet Sound Transit artificially conflates these alternatives into only three pre-ordained route selections. This has the effect of limiting design flexibility and diluting the discussion and assessment of the alternatives for each segment to the detriment of SEPA's primary purpose: to provide decision-makers with a fully-informed assessment of the environmental impacts of a proposed action.

For example, an alternative for the WS Extension may feasibly attain or approximate the proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation, than another alternative for the WS Extension. But because those impacts would be assessed in combination with pre-selected routes for the Ballard Extension the analysis of the impacts for those segments may be off-set or understated by competing impacts/benefits associated with the pre-selected alternative for the Ballard Extension.

[1] http://www.pnw-analytics.com/bridge.html.

Unavoidable Adverse Impacts

The WBLE will have numerous significant unavoidable impacts both during construction and post construction. Coastal and SBT provide these specific concerns for future study under each of the topics for review:

Acquisitions, Displacements and Relocations: The EIS should evaluate the cumulative effect of the loss and fragmentation of large industrial-zoned parcels like the Coastal Property. It should also assess the availability, or lack thereof, of large industrial parcels for relocation of businesses reliant on these types of properties. Some of the WBLE alternatives (most notable Alternative 2) for the Ballard Extension would fragment the 14-acre Coastal Property making Coastal' s continued operation there all but impossible. There are no other similarly sized, vacant, industrially-zoned properties that abut the water in the Seattle area that Coastal could relocate its operations to.

Economy: We have significant concerns about economic impact resulting from unmitigated impacts to the maritime industry in the Ballard Interbay Northend Manufacturing and Industrial Center (BINMC) and in particular the business of Coastal and SBT. The EIS should analyze the potential for impacts on industrial lands and businesses from acquisitions, displacements, and relocations on interdependent businesses and land. As noted above, alignments that result in the loss of industrial land or interfere with maritime traffic will have significant impacts on the local and regional economy and particularly SBT and Coastal' s operations.

Geology/Soils: The area around Salmon Bay is composed of fill. Detailed studies of soil conditions must be completed to ensure that adequate mitigation measures are developed to address unstable soils.

Land Use: We are concerned that extension of light rail and the placement of stations will increase pressure to convert industrial lands to non-industrial uses. Analysis should asses the potential that alternatives will increase pressure for high-density, non-industrial development, especially along the shoreline on either side of the Ballard Bridge. The alternatives should also be analyzed for consistency with local planning policies. For example, the City's Comprehensive Plan includes a host of policies aimed at preserving and expanding industrial business in the BINMIC some of which we provide here:

- Retain existing businesses within the BINMIC and promote their expansion. BI-P3.
- Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance, and existing lane configurations. BI-G10; BI-P14.
- Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance. BI-P18.
- Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space, and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses. BI-P17.

Analysis of the alternatives against these policies is of paramount importance because all of the alternative route selections proposed by Sound Transit from the proposed Sound Cove station north to the proposed Ballard station are located within the BINMIC. All alternatives should be evaluated to determine which alternative best achieves these land use policies.

Social Justice: All alternatives for the Ballard Extension tunnel through the downtown commercial core thereby saving the property owners, businesses and their employees in those commercial areas from suffering the impacts associated with construction and operation of the WBLE. Only one of the three proposed alternatives for the Ballard Extension tunnel through the industrial area on either side of Salmon Bay. The EIS should assess social justice issues associated with route selection and design and its disparate impact on "blue-collar" businesses and employees especially as it pertains to the decision to place an above-ground light rail structure through the BINMIC.

Traffic: The EIS should assess impacts to traffic. We are especially concerned with impacts to freight mobility into and out of the BINMIC as well as impacts to marine traffic in and out of Salmon Bay. As noted above, the City of Seattle's Comprehensive Plan requires preservation and improvement of freight mobility into and out of the BINMIC. Presently, Coastal alone loads and unloads approximately 100 trucks per week and loads approximately 200 rail cars per year from the Coastal Property. Each railcar represents 4 trucks that would otherwise be traveling on local streets and interstates. There are no other facilities that offer this direct link between marine transportation and a rail service spur.

Visual/Aesthetics: The EIS should assess visual impacts and impacts to protected view corridors, views of the shoreline and designated scenic routes. Elevated structures across Salmon Bay will interfere and block views from the Ballard Bridge (a protected scenic route) and may also impeded views of the waterway from upland properties and pedestrian trails in the area.

Water Resources: The EIS should assess impacts to water quality, especially impacts created by overwater crossings.

Wildlife and Endangered Species: The EIS should assess impacts to wildlife in Salmon Bay. Overwater crossings will result in shading, noise and vibration that will likely have an adverse impact on fish migrating through Salmon Bay and ship canal.

Thank you for considering these comments.

Sincerely,

Elliot Strong
CEO

Communication ID: 351576

From: Elliott Way Partners LLC

Scoping Comment:

April 1, 2019

VIA: Electronic Mail

Sound Transit

1100 2nd Avenue

Seattle, WA 98101

RE: Sound Transit Ballard Link Extension – Scoping Period

Dear Sound Transit Board, Stakeholder Advisory Group, and Elected Leadership Group Members:

Elliott Way Partners, LLC ("Elliott Way") appreciates the opportunity to provide input on development of the Ballard Link Extension ("Project") through the scoping period. Elliott Way owns property at 1405 Elliott Avenue along the alignment. As the Interbay corridor continues to develop as an employment hub with the introduction of Expedia, Sound Transit should encourage station siting to serve major employment centers. For these reasons, Elliott Way supports the Project Alternatives One ("Representative Alignment") and Three ("Prospect Surface Station") because the provide opportunities to serve the redevelopment of the Elliott Avenue corridor.

The Elliott Avenue corridor is an emerging neighborhood. As companies are developing projects along this corridor – most notably Expedia, whose campus is expected to open later this year and to accommodate as many as 5,000 employees – Sound Transit should prioritize TOD station siting. All of these companies and their employees will benefit from the much-needed increase in transit accessibility, and by the vitality and reduced congestion this will bring to the surrounding area. With these benefits in mind, Elliott Way respectfully requests that the Sound Transit Board adopt either the Representative Project or Prospect Surface Station as the preferred alternative in the EIS, as either of these options would place the Smith Cove station near Prospect Street, rather than further to the north near Magnolia Bridge. Elliot Way prefers the Prospect Street location because it would directly serve more riders than the other route, in large part because of Expedia's presence.

The Magnolia Bridge option would require Expedia's employees to cross the railroad tracks on the roundabout, inefficient Galer Street flyover (potentially leading to bicycle-pedestrian conflicts where the flyover lets off near the Elliott Bay trail), or to walk half a mile further down busy Elliott Avenue to use the Helix Pedestrian Bridge. Either of these barriers will constitute a disincentive, meaning a lower percentage of Expedia employees will use light rail than would do so if the stop were located at Prospect Street. Because Expedia will be by far the largest employer in the immediate area, this

percentage difference will be much more significant than for any other nearby business. This means the Magnolia Bridge option would pose efficiency and accessibility challenges for a greater populace.

1214 140th Ave Ct E • Sumner, WA 98390 • 253.874.3939 • www.highmark-llc.com

These numbers also mean that Expedia employees' transportation choices will have a significant effect on nearby businesses and residential neighborhoods – much more so than the choices of any other company's workforce. If fewer Expedia employees choose transit that will have a disproportionate tendency to increase congestion and reduce parking scarcity throughout the area, including at the bottleneck formed by the outlet of the Magnolia Bridge.

Lastly, the Elliott Avenue corridor is historically known as an industrial corridor with industrial uses. One of the outcomes of this historic use is significant pollution from heavy industrial users. Sound Transit must evaluate the potential impacts that its redevelopment will have to further environmental justice and facilitate the redevelopment and abatement of toxic materials in the area. The EIS must thoroughly study the: (1) acquisition, displacement; and relocation; (2) land use; (3) economic; (4) social impacts, community facilities and neighborhoods; (5) visual and aesthetics; (6) noise and vibration; (7) geology and soils; (8) environmental justice; and (9) transportation impacts of all the Smith Cove alternatives, with special attention focused on the comparative impacts of the station location in proximity to major employment and redevelopment opportunity areas. We believe that this analysis will show that Alternatives One or Three should be the preferred route.

Again, Elliot Way appreciates the opportunity to comment and thanks the Sound Transit Board for its consideration. We will look forward to Sound Transit's thorough evaluation of EIS alternatives.

Sincerely,

Mark W. Robison, Chairman
Elliott Way Partners, LLC

Communication ID: 344231

From: Evergreen Power Systems

Scoping Comment:

Hello,

We have been following the developments of alternatives for the ST3 Sodo-West Seattle light rail extension and would like to share our input. Our business is located at 3623 E Marginal Way South (just south of the West Seattle Bridge and west of hwy 99). We are greatly concerned about potential impacts from a Duwamish waterway crossing on the south side of the West Seattle Bridge, and strongly prefer a Duwamish crossing route on the north side of the West Seattle Bridge. Our Headquarters is near/or underneath the potential pathway of a south Duwamish Crossing.

Our organization employs nearly 200 people locally, the majority of which are IBEW Union members. Our concerns fall into the following categories:

Potential Relocation of our Headquarters: Since 2007 we have made substantial investments in our building to make it suitable to our needs. A Duwamish Waterway crossing south of the West Seattle Bridge may potentially displace our property and we would be unable to find another suitable property without substantial impacts to our employees, operations, and finances. We fear potential displacement which would cause us to move out of our HUB Zone, and/or the City of Seattle.

Impacts during construction: Reduced and/or limited access to our headquarters, risks and disruptions from construction noise, pollution, damaging and/disruptive vibration during construction and potential liquefaction of soils which could damage our Lab equipment and Network Systems, Power outages and disruptions.

Impacts after construction: Potential access limitations due to new infrastructure required for a Duwamish Crossing south of the West Seattle Bridge. Potential ongoing vibration which could impact our Lab and Network Systems. Visual impacts and reduced sunlight exposure to our property. Ongoing noise impact. Reduced property value.

We strongly prefer A Duwamish Crossing on the North side of the West Seattle Bridge. A North Side routing would substantially lower the impact to our organization. Hopefully the Committees with further investigate potential mix & match variations utilizing routes crossing of the Duwamish Waterway north of the West Seattle Bridge.

Thanks,

March 18 2019

Dear Members of the Sound Transit Board,

Thank you for the opportunity to comment on the West Seattle / Ballard Link scoping process. As Expedia Group establishes our global headquarters in Seattle we are excited for the role that Sound Transit, particularly Link Light Rail service, will play in the lives of Expedia Group employees and our families across the region.

Placing the Smith Cove Station above grade at Prospect Street as shown in the Ballard Link Representative Alignment is critical to Sound Transit's mission for a variety of reasons:

Single-Occupancy Trip Reduction
Placement of the Smith Cove station will have significant impact on single-occupancy vehicle trips across the entire ST3 alignment. Expedia Group's headquarters will be a daily commute destination for thousands of employees, as are office buildings South of the Helix Bridge (e.g. the former F5 Complex). These employees will be transiting to campus from Seattle, Issaquah, Lynnwood, Tacoma, Redmond, and many other Link service areas.

Siting the Smith Cove Station at the Helix Bridge provides direct access to these existing employment centers and would maximize both the distance that riders are traveling as well as daily ridership itself—ridership that would otherwise convert to single-occupancy vehicle use.

Transit-Oriented Development and Cost
Like Expedia Group's headquarters relocation, the arrival of Link service to the Interbay corridor brings opportunity for growth and development along Elliott Avenue West. An elevated guideway in public right-of-way preserves the the opportunity for commercial and residential development, including low-income and social development like King County's planned modular homeless shelter on the Elliott's 600 block. Alternative alignments that place the Smith Cove outside of public right-of-way take away land that must be used for transit-oriented development and do so at costs of at least $100,000,000 over the representative alignment.

Multimodal Connectivity
A Smith Cove Station at Prospect Street takes advantage of the existing above-grade pedestrian Helix Bridge which connects easily to the Centennial Park, the Waterfront, and the Elliott Bay Trail system. Not only does this provide an extensive access network to the Smith Cove Station from the West, it also connects directly to Pier 86, which is currently being examined by the Port of Seattle and the Department of Fish and Wildlife as an opportunity for public marine transit.

333 108th Avenue NE | Bellevue, WA | 98004 | USA | T +1 425 679 7200 | F +1 425 679 7240 | **expediagroup.com**

Like Sound Transit, Expedia Group is driven by the mission of efficiently connecting people to places, and we are grateful to provide input on the scoping process. We respectfully urge the Board to give further consideration to Ballard Link's Representative Alignment or other "mix-and-match" alternatives that maintain an above-grade station at Smith Cove at Prospect Street.

Please feel free to contact me at rilazaro@expediagroup.com or 206-660-8227 with any further questions.

Sincerely,

Richard de Sam Lazaro
Northwest Government Affairs Manager
Expedia Group

Harbor Island Machine Works, Inc.
Precision Machining / CNC Equipment

March 6, 2019

To: Sound Transit Elected Leadership Group and
Stakeholder Advisory Group

Re: Environmental Impact Statement Comments Against the North Crossing of the Duwamish for the West Seattle and Ballard Link Extension

I wish to go on record with my comments against the current alternative of the "North Crossing" of the Duwamish waterway as part of the West Seattle and Ballard Link Extension.

1) The negative effects of the "North Crossing" on general commercial and private ground transportation, would be far greater than the other alternatives. The existing problems with transportation thru the proposed footprint of this alternative already have a negative effect on the local businesses and commuters, and the additional reduction in traffic corridors to access areas north of this alternative would only create even more problems. With the recent announcement of the Berth Modification Project at Terminal 5, the Port of Seattle will create even more traffic thru this corridor, and any additional restrictions on traffic flow will have an even greater economic cost. As was determined almost 40 years ago, when the High Level West Seattle Bridge was "layed" out to follow almost the same route as the "North Crossing" alternative, the option to the south was a better solution for everyone involved.
2) The added cost of $300 million from what was presented to the voters, before the project even starts, should be of concern to all taxpayers effected by this project. Recent local examples of the estimated cost of government transportation projects, compared to the far greater amounts that these projects will actually end up costing the taxpayers, surround us. Starting off with adding additional costs, for an alternative that has so many additional negative economic effects in the area does not make any sense.
3) I also urge that the "North Crossing" alternative be removed from consideration due to the fact it's location must cross thru an ongoing EPA Superfund site, and the added costs that must be passed on to the taxpayer due to that. With the limited information I could gather from the website, and from asking your representatives, it appears the southern alternatives would bypass this superfund site.
4) The "North Crossing" alternative would also have a very direct negative impact on my family business, Harbor Island Machine Works, that was started in 1950. Our business is a machine shop that specializes in the machining of larger parts. We currently can perform turning operations on parts up to 20 feet in diameter, and milling operations on parts that measure up to 20 feet by 10 feet. Along with these large machines goes the lifting capacity to handle parts up to 80,000lbs at one time. As you can imagine, the machines capable of performing this work are very large, and must be attached to a foundation that keeps the entire structure of the machine in line at all times. Being

3431 11th Avenue S.W. • Seattle, Washington 98134-1007
206/682-7637 • Fax: 206/623-6011 • e-mail: him@accessone.com

Harbor Island Machine Works, Inc.
Precision Machining / CNC Equipment

forced to relocate the business, and with it all the machines currently in place, would be an extremely costly endeavor. In addition, our current location is central to a large portion of our business; the Maritime Industry. Being located on Harbor Island, which is central to many local businesses that provide support to this industry, has benefited numerous of our customers as well the maritime industry in general. We have performed work for the largest shipyard in our area, Vigor, for many years, including machine work on the rudder for a Coast Guard Icebreaker, which weighed 75,000 lbs and large enough that transporting it further than us would have been extremely difficult. We also support, Sound Propeller, Western Towboat (Northland Services), Foss Shipyard, Duwamish Shipyard, just to name a few. While the maritime industry is a large part of our business, it is not the only industry we support. Do to our large and unique capabilities we also do work for the power generation industry, aerospace and space industry, nuclear industry, and naval construction industry, along with many other local manufacturing industries in regards to the tooling they need to manufacture their products. Customer's such as Blue Origin, SpaceX, Exotic Metals Forming, Bradken/Atlas, Hilton Valve, Electroimpact and Tadco, to name just a few that have been using our services for decades. While they may be able to find alternatives to some of the services we provide them locally, they will not be able to find alternatives for a number of the services we provide. Any disruption of our business activities for a period of time, or discontinuation for that matter, will create a hardship for many of our customers.

In summary I strongly urge you to remove the "North Crossing" from the alternatives being considered for the West Seattle and Ballard Link Extension Duwamish Crossing.

Michael T. DeFaccio, President
Harbor Island Machine Works, Inc.

3431 11th Avenue S.W. • Seattle, Washington 98134-1007
206/682-7637 • Fax: 206/623-6011 • e-mail: him@accessone.com

Communication ID: 348495

From: Harbor Island Machine Works

Scoping Comment:

March 13, 2019

To: Sound Transit Board: wsblink@soundtransit.org

wsbscopingcomments@soundtransit.org

Wsblinkparticipate.online

The Seattle Times

RE: Light Rail Expansion

It is with considerable fatigue that I find it necessary to again be defending my Harbor Island property and the business with which I am associated from actions by government entities. Hopefully a brief history of the challenges Harbor Island Machine Works has had to overcome in order to survive during its 70 year existence will lend credence to my claim.

The saga began in the first half of the 20th century when the U.S. Navy began operations on and up-stream from Harbor Island in the Duwamish River. These activities included handling large quantities of petroleum products and repairing electrical transformers. The U.S. Navy's release of PCB's and petrochemicals caused major contamination issues on Harbor Island and in the Duwamish and Elliott Bay. This fact was either intentionally or inadvertently never made public, and over the next 4 decades, many Harbor Island properties were acquired by innocent parties who were unaware of any contamination issues.

Harbor Island Machine Works acquired its property in 1950 and grew to employ over 50 people and serviced industries employing many thousands of people. Harbor Island Machine's growth and success was the result of reinvesting profits back into the company and devoting resources to maintaining a safe, clean work environment, and to create jobs for the benefit of the local economy.

Then, in the 1970s, the Port of Seattle, in its zeal to expand, started a campaign to convince the public that the Port could provide more public benefit than could private businesses. At that time there were many large and small businesses occupying Harbor Island. The Port's claims stated in their publication entitled "Impact" are now obviously ludicrous in view of the Port's ultimate failure to replace the high paying jobs and tax revenues they displaced in their takeover of large portions of Harbor Island and nearby properties. To protect our property and business we incurred considerable expense. We had to hire attorneys and a full-time on-site manager to deal with the Port issues, and devoted significant management time and effort in order to survive as a business. Ultimately, after a lengthy and expensive battle, Harbor Island Machine Works was able to prevent the Port from

displacing it. Had the Port prevailed, the business would have been shut down due to the major, uncompensated expense associated with relocation of our very large site-specific equipment.

Much to our surprise, in 1981, we again found it necessary to defend our property and business from another costly challenge: Superfund designation of Harbor Island. Despite the fact that we did not contribute to the contamination of Harbor Island or the Duwamish waterway in any way, we were named a PRP's under CERCLA/Superfund Law because our property was surrounded by US Navy-created contamination. At the outset of the Superfund "conversation", we (naively) felt confident that because we had not contributed to the contamination on Harbor Island we would be excluded from the clean-up liability. We believed that the Federal government would acknowledge that a federal agency was responsible for a major portion of the contamination and would therefore pay for clean up along with a few other parties known to have caused the contamination. Such has not been the case, and to date our company has expended in excess of 1 million dollars to comply with EPA demands. CERCLA law applies the principle of "joint and several" liability to ALL parties within the "red line" boundaries of a Superfund -- while holding the federal government harmless.

The next episode in our saga involved the City of Seattle's effort to make much needed improvements to the Spokane Street transportation corridor. We were supporters of the city's plans for a high level crossing of the Duwamish river and willingly accepted the negative impacts the project had on our business. We felt the resulting benefits to the West Seattle community generated by the West Seattle Freeway project justified some sacrifice on our part. As it turned out, the construction process was very disruptive to our business operations and damaging to our sensitive equipment. Pile driving with high energy impact equipment damaged the foundations of our massive machines and they could not be operated as a result seismic disturbances from construction activities.

Now, in March of 2019, Sound Transit is considering acquiring some of our property for a light rail line accessing West Seattle. The project is basically a redo of the once voter-rejected light rail extension. The "new" proposal is considering a "north crossing" of the Duwamish. Selection of this route would force Harbor Island Machine Works out of business as condemnation would provide compensation only for confiscated property and would not provide compensation for the estimated $8 million dollars it would cost to move our machines and to restore them to operational condition on a new site. We would be forced to sue to recover costs for business interruption and moving costs. Some 40 years ago when the Port of Seattle first sought to condemn our property, expert testimony revealed that the costs of moving and business interruption exceeded fair market value of the real estate by a factor of 6. Harbor Island Machine Works utilizes very large machine tools that require enormous and complex foundations and lengthy assembly procedures.

The Duwamish Crossing chart comparing the three light rail routing alternatives states that each alternative "could displace businesses that supports trade". It should be revised to state that the North Crossing alternative "eliminates businesses that support trade" due to the uncompensated costs of relocation.

Moreover, the environmental impacts of the north crossing to the Duwamish wetlands are ignored. Increased "shading" of the west and east waterways would be a direct result of the project. The North

Crossing Alternative (NCA) is in direct conflict with the State of Washington's efforts to reduce shading of near shore and waterway fish habitat. Millions of dollars have been spend by various authorities in this effort. The South Crossings have nominal shading impact because of their close proximity to existing structures.

Finally, there is NO MENTION in the North Crossing Alternative (NCA) that it entails significant dangers to human health and the environment as construction activity would occur inside the highly contaminated Superfund site. The EPA concluded that the only practical way to reduce human exposure to the surface and subsurface contaminants was to cap all of Harbor Island by paving the entire surface of the island. Disturbing that pavement cap will release highly toxic PCB's, lead, and petroleum contaminants into the environment and into the Duwamish River. Wherever construction penetrates the cap, there is risk to the environment and the public, especially to construction workers assigned to the project. Furthermore, construction inside the SF boundary will be enormously expensive relative to non-superfund site construction options.

All routing alternatives following the West Seattle Freeway corridor are inferior to a route which avoids the Harbor Island Superfund site. A crossing of the Duwamish approximately 1 mile further south would:

serve a greater population base (South Park, White Center, High Point, South Seattle Community College, Delridge and the southern portions of West Seattle),

2. be significantly less expensive to build given it would not entail as much elevated structure as the NCA and would not entail containment actions required for construction inside the Superfund zone,

3. avoid the and environmental and health hazards that would result from building inside the Superfund boundary, and

4. Use of Superfund property by any entity, public or private, would result in the RTA/County being named as PRP's and they would thus become responsible for a percentage of the long-term cleanup of Harbor Island.

For all of these reasons, the North Crossing should not be considered a viable alternative.

Having borne huge burdens for decades as a result of irresponsible and ill-conceived government actions, our business is again being forced to defend its right to exist. We are forced into a position to take legal action, work with the media, attend meetings, and do whatever else may be necessary to inform the public of the very real issues that have been overlooked in considering a North Crossing of the Duwamish. We must, at our own expense, point out to decision-makers and the public the real costs that have been neglected by the "official" RTA analyses.

Sincerely,

Lauren T DeFaccio

Sheryl J. DeFaccio

Harbor Island Machine Works, Inc.

3431 11th Ave. S.W.

Seattle, WA 98134

March 22, 2019

West Seattle and Ballard Link Extensions
(c/o Lauren Swift)
Sound Transit,
401 S. Jackson Street,
Seattle, WA 98104-2826
Sent by Email: wsbscopingcomments@soundtransit.org

Dear Lauren Swift,

The following are our remarks for the Scoping DEIS comment period for the West Seattle and Ballard Sound Transit Link Extensions.

The International Longshore and Warehouse Union Local 19 (ILWU 19) represents maritime workers who handle the loading and unloading of vessel cargo throughout the Port of Seattle. Our work on the Port terminals terminals 18, 25, 30, 46, 86, 105, and a soon to be revitalized Terminal 5 near West Seattle include: the movement, storage, and inventorying of cargo; on dock cargo rail operations; and delivering and taking cargo deliveries from over the road truck drivers (who in turn, service the rail gateways in Seattle, as well as destinations throughout the region via I-90, I-5, SR 99, SR 509, SR 599, SR 519, East Marginal Way S., West Marginal Way S., and other routes in Seattle designated by the Seattle Freight Master Plan.)

Our members are also employed to work the Port of Seattle's seasonal cruise vessels at Terminals 66, 90, and 91 (on board and dock operations). Our workforce has been dispatched to maritime work for many generations since 1934 through a full referral dispatch hall. This activity is tied strongly to the existing topography and built environment and cannot be relocated, whereas cargo itself can be easily rerouted to other port facilities, especially in Canada.

Discovering the impacts and possible disruptions by ST3 is of serious concern to us, in our efforts to preserve and enhance our members' job security as well as their contribution to the regional economy through the wealth they generate for the employers and related tax revenue. Providing reliable labor and service to the global shipping lines that call on our marine terminals, as well as the tourism and customer driven cruise lines, is a key factor in retaining this business and growing employment opportunities for our members and other workers who benefit from the economic multipliers ("induced" and "indirect" jobs)

Our members' livelihoods are dependent upon the viability of the freight supply chain within our region, the preservation of land uses and freight corridors that facilitate and support marine cargo and related manufacturing activity in Seattle, and the recognition by your agency of the crucial role of this economic activity within our $38bn+ statewide maritime economy. As our region experiences continued growth that ST3 is designed to

accommodate, we must consider the impacts of this growth on the efficiency and viability of the local and regional cargo supply chain, including impacts from the construction, operation, and commercial real estate development patterns resulting from ST3's West Seattle and Ballard Link Extensions.

How Transit Oriented Development is designed, planned, and implemented in crucial near-Port "first-last" mile freight corridors should correspond and support (not displace) industrial land use designations and the related jobs within the Duwamish and Ballard-Interbay Manufacturing Industrial Centers (particularly in SoDo, Harbor Island, and Interbay), and play a role in the future of the viability of our Port and the livelihoods of our members and generations to come.

In has come to our attention that an additional proposed line to West Seattle from the SoDo industrial district was proposed after early scoping comments were received, and other line alternatives had been removed. One of these includes a line north of Spokane St. proposed through Terminals 18, the ingress/egress at Terminal 5 (which will be under construction shortly), and Terminal 20/25. The siting of these segments through these facilities would be catastrophic for our state's marine cargo business in the Port of Seattle and the Puget Sound Gateway, would constrain international trade throughout our state and region, and result in local living wage job loss.

We urge the removal of this option from consideration, and the reintroduction of the "Purple" line as illustrated in Phase 2 of the Stakeholder Advisory Group's discussions and documents, for the purpose of full evaluation in the DEIS.

We would like to call attention to ST's Early Scoping Information Report (February 2018), under 1.3.1 ("Purpose and Need") decision making policy criteria:

Under "Purpose":

- "Connect regional growth centers ***as described in adopted regional and local land use, transportation, and economic development plans*** and Sound Transit's Regional Transit Long-Range Plan (Sound Transit, 2014)."

- "Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, ***station access, and modal integration in a manner that is consistent with local land use plans."***

- "Preserve and promote a healthy environment by minimizing ***adverse impacts on the natural and built environments*** through sustainable practices."

Under "Need":

- "Increasing roadway congestion on transit routes between downtown Seattle, West Seattle, and Ballard will continue to degrade transit performance and reliability. "

- “Regional and local plans call for increased residential and employment density at and around HCT stations, and increased options for multi-modal access.”

The policy positions between Purpose and Need are contradictory, and sends a mixed message that preferred alternatives will amply consider local land use and transportation plans, and avoid adverse impacts on the built environment when these conflict with desired to leverage commercial density around transit stations located in industrial zones. We would like to see this contradiction resolved in the DEIS, which will preserve and protect the growth of maritime and industrial jobs in the MICs.

Given the above concerns, the scoping for the Sound Transit Link Extensions West Seattle and Ballard EIS should include data to account for and mitigate/eliminate all impacts:

- Policy and actual impacts of Transit Oriented Development in the existing built environment, and possible changes to the Seattle Comprehensive Plan, in relation to the Port Container Element mandated by the WA Growth Management Act;

- Policy and actual impacts of Transit Oriented Development to freight mobility, and possible changes to the City of Seattle’s Freight Master Plan;

- Policy and actual impacts of Transit Oriented Development to the conservation of urban industrial lands in Seattle to other non conforming uses, and possible impacts to the Manufacturing Industrial Center (DMIC, BIMIC) designations;

- Policy and actual impacts of Transit Oriented Development, and possible changes changes of use in the City of Seattle’s industrial zoning (IG1, IG2, IC, IB) and land use codes and/or Comprehensive Plan elements supporting the preservation of these uses, particularly when non conforming uses are a justification from removing the industrial designation from the zoning;

- Policy and actual impacts of Transit Oriented Development, and changes to the Puget Sound Regional Council’s Vision 2040 policies as they relate to Manufacturing Industrial Centers and freight mobility (Ballard-Interbay, Duwamish, North Tukwila);

- Policy and actual impacts of Transit Oriented Development as they impact freight routes designated by the WSDOT, and possible changes to the WA state Freight Master Plan and other policy issues governed by FMSIB/WSDOT for the impacted areas;

- Policy and actual impacts of Transit Oriented Development on the built environment, and possible changes to the King County Comprehensive Plan relating to urban industrial land use and freight mobility;

- Policy consideration of the contradictions between the following directives in the Early Scoping Information Report, and resolution on the basis of minimal impacts to the current land use and freight mobility policies referenced above:

  > *"Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner* ***that is consistent with local land use plans.****" [emphasis ours],*
  >
  > *and (vs.):*
  >
  > *"Regional and local plans call for* ***increased residential*** *and employment density at and around HCT stations, and increased options for multi-modal access.";*

- Permanent and temporary construction impacts, and all operational impacts, and risk of displacement of all current marine, manufacturing, warehouse, and logistics economic activity within areas designated for Transit Oriented Development and all areas within 1/2 mile of the stations;

- Permanent and temporary construction impacts, and all operational impacts, concerning displacement of all current marine, manufacturing, warehouse, and logistics economic activity in areas between port/marine/rail terminals, and zones designated for Transit Oriented Development;

- Permanent and temporary construction impacts, and all operational impacts, in terms of restricting growth of maritime and marine activities generally within the Port of Seattle's land use and transportation footprint;

- Permanent and temporary construction impacts, and all operational impacts, for major freight corridors, including but not limited to Spokane Street, West Marginal Way, East Marginal Way, 1st Ave S., 4th Ave S., S Lander St., Holgate St., S. Royal Brougham Way, 6th Ave S., Airport Way S., Horton St., I-5, I-90, SR 99, SR 509, S. Michigan, and corresponding intersections/interchanges (including elements Phase 1 and proposed Phase 2 of the heavy haul corridor network);

- Permanent and temporary construction impacts, and all operational impacts, on parking on Spokane St., between 1st Ave S., and West Seattle Trail Fishing Dock under the Spokane St. viaduct (relating to current uses at 3440 East Marginal Way, parking for job dispatch), including the potential for "hide and ride";

- Permanent and temporary construction impacts, and all operational impacts, on parking on East Marginal Way under SR 99, between Spokane St. and Horton St. (relating to current uses at 3440 East Marginal Way, parking for job dispatch), including the potential for "hide and ride";

- Permanent and temporary construction impacts, and all operational impacts, for ingress/egress to Terminals 18 and 5, assuming peak capacity utilization for each, including streets leading to and from all gates at each terminal and Spokane St.,

- Permanent and temporary construction impacts, and all operational impacts, on ingress/egress to the BNSF SIG rail yards and Union Pacific rail yard;

- Permanent and temporary construction impacts, and all operational impacts, to operations and access toTerminal 86 (Louis-Dreyfus);

- Permanent and temporary construction impacts, and all operational impacts to cruise ship operations at Terminals 90/91 with regard to freight (stores) delivery, and passenger/ luggage transport to and from SeaTac International Airport, including Elliot/ 15th Ave W, currently utilized parking lots, and all practicable routes linking these, between the hours of 4am and 4pm;

- Permanent and temporary construction impacts, and all operational impacts to cruise ship operations at Terminal 66, with regard to practicable routes linking freight (stores) delivery, and passenger/luggage transport to and from SeaTac International Airport;

- Permanent and temporary construction impacts, and all operational impacts to and risk assessment of the economic displacement of maritime, manufacturing, warehouse, and logistics land use activity within the DMIC and BINMIC, and risks of loss of Port marine tenants at Terminals 18, 25, 30, 46, 90, and 91 (including terminal 90/91 “uplands”) resulting from such displacements;

- Permanent and temporary construction impacts, and all operational impacts on logistics supply chains within a three mile radius from dock side on all modes (truck and rail) from Terminals 5, 18, 25, 30, 46, and 105;

- Potential of industrial sprawl in suburban, exurban, and rural areas which may occur as a result of any displacement of industrial and logistics activity within the DMIC and BINMIC.

- Potential for disruption and displacement of activities at Terminal 18, due to permanent and temporary construction impacts, and all operational impacts, including, but not limited to: impacts of gate access, impacts to surface street queuing, impacts on terminal access for employees, impacts to international shipping schedules as a result of the aforementioned;

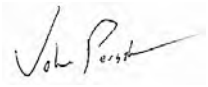
- Potential for disruption and displacement of activities at Terminal 5, due to permanent and temporary construction impacts, and all operational impacts including, but not limited to: disruption of terminal construction and modernization including time delays for Phase 2 construction of Terminal 5, impacts to gate access, impacts to surface street queuing, impacts on terminal access for employees, impacts to international shipping schedules as a result of the aforementioned;

- Permanent and temporary construction impacts, and all operational impacts that would disrupt dispatch activities for the workers employed by shippers and terminal operators in the Port of Seattle, from the ILWU 19 hiring hall facility at 3440 East Marginal Way S., including: delays that will result in late shift starts (and in turn, delay of international ship calls), construction impacts that will temporarily encumber employees from being present for AM and PM dispatch times for job assignments (5:30 am to 9:00 am, and from 4:00 pm to 6:00 pm, 7 days per week), and reduced parking for employment related meetings;

- Impacts to freight mobility, maritime activities, and the growth of these activities through the construction and operation of an elevated option over the ship canal, in comparison with the tunnel option.

Thank you for the opportunity to provide comment on this important and beneficial transportation project for the region.

Best,



John Persak
For the International Longshore and Warehouse Union Local 19

cc: MLK Labor, Mayor Jenny Durkan, CM Lisa Herbold, County CM Claudia Balducci, Port of Seattle Commission President Stephanie Bowman.

Communication ID: 343900

From: Bob Gillespie

Scoping Comment:

We've supported much of Sound Transit's work throughout this region, even that which has directly impacted, in a negative way, our properties on Lander Street in Seattle. As the agency considers Phase 3, we would like to add the support of our partnership, on behalf of the 120 employees in the eleven businesses we house, for an alignment that minimizes the already significant impact Phase one had on our businesses. It appears that an elevated station and alignment down the E3 busway can ease the impacts to existing business. It gives them an even chance of surviving the significant construction process that will occur in a few years.

Is it more expensive? Yes, but this has never been shown to be an impediment to Sound Transit's decision making process in the past. An elevated system will allow the vast potential that exists in private property around the SODO station to be realized on behalf of future residents of this area. A significant growth in jobs can be created in higher densities around future station development. As such, we favor what I believe is referred to as ST3 Representative Project Alternative Segment SODO.

Thank you

Bob Gillespie

Lander Street Partners LLC

P.O. Box 129, Bellevue 98009-0129

From: Ryan Smith <rsmith@martinsmith.com>
Sent: Tuesday, April 2, 2019 6:50 AM
To: WSB Scoping Comments <wsbscopingcomments@soundtransit.org>
Subject: ST3 Scoping Comments

Ms. Swift- Thank you for the opportunity to comment on the ST3 scoping. I'm writing in support of the important issues outlined in the scoping comment letter submitted by the Alliance for Pioneer Square.

As an owner of 5 buildings in Pioneer Square and one in SoDo, we care deeply that Sound Transit continue a thoughtful process to study all reasonable alternatives and their impacts, especially to these historic districts. The CID and Pioneer Square are important cultural and economic districts and require special consideration.

I also believe this program affords an important opportunity to connect our various transit modes with a thoughtful location and station design at King Street, which will benefit transit ridership significantly for all modes if done well.

Lastly, as an owner of several protected historic buildings in Pioneer Square which will be impacted by this project, I request to be a party to the Section 106 consultation process.

Respectfully,

Ryan Smith
Martin Smith Inc
1932 1st Ave
Suite 1000
Seattle, WA 98101
(206) 521-0506
On behalf of MSI Provident LLC,
MSI First & King LLC, Burke-State Bldg., LLC, and Drummond LLC

maxum®
PETROLEUM

1711 13th Ave SW

Seattle, WA 98134

To: Sound Transit Board

Re: West Seattle -Ballard Link Light Rail Extension

Thank you for the opportunity to offer comment on the scope of review that will be conducted as part of the EIS process for the West Seattle -Ballard Link Light Rail Extension.

Since 1989 Maxum Petroleum has provided clean fuels and lubricants to the Puget Sound maritime and waterfront community. We are the sole supplier of fuel and lubricants to the Washington State Ferries as well as the King County passenger ferries, numerous tug boats, fishing vessels, and deep draft ships. Maxum operates a fuel pier, a fleet of tanker trucks, and vessels on the north end of Harbor Island. Maxum also operates two warehouses off Spokane Street near First Avenue.

The services that Maxum provide are a critical component of the areas transportation system, region's trade, maritime community, and the economic engine of our local, regional, and state economies.

For the West Seattle portion of the alignment, Maxum's concern is the location of the crossing of the Duwamish waterways. The current Blue Line which crosses north of the Spokane Street Corridor would have severe impacts on our business and our ability to supply necessary service to our maritime and waterfront customers which would have a cascading effect on the region's transportation and trade. During construction of such a Blue Line access on and off Harbor Island would be adversely impacted, causing backups of freight and the petroleum products necessary to the region. The Blue Line also goes right over the top of our leased warehouses off of Spokane Street which could lead us to lose needed storage, access to our products, and/or totally displace us from that location.

The impacts to the movement of container cargo and petroleum products, as well as other maritime operations by such a routing as the Blue Line over the Duwamish will have long-lasting economic and quality of life implications. Our understanding is that construction in public right of way would limit freight mobility for up to five years. That's five years that our service to vital transportation and trade customers would be impacted.

Maxum requests that the Board recognize the significant impact a Blue Line or north crossing would have on our business, the business of our customers, and the other maritime industrial businesses in the region. Maxum requests that a thorough assessment of those economic and transportation impacts be included in the scoping process to allow for true costs to be fully understood.

Maxum believes the expansion of Sound Transit is critical to a more efficient transportation system within our region. However, such expansion should not adversely affect other modes of transportation such as by the region's ferry system. Nor should it adversely affect the region's ability to move goods.

For the good of the community, the transportation system, the maritime industry, and our business, Maxum respectfully asks that the Board choose an alignment with a crossing south of Spokane Street as the preferred alternative.

Sincerely,

Dan Kovacich
Maxum Petroleum Vice President of Marine Operations

Mike Auer
Maxum Petroleum Environmental Compliance Manager

Resolution in Support of the ST3 West Seattle Link that will be the Least Disruptive to Maritime Activities

Whereas: *The Sound Transit Board is currently considering the construction of the Sound Transit 3 (ST3) West Seattle Link (Downtown-SoDo-West Seattle) as part of a $54bn project approved by the citizens of Pierce, Snohomish, and Martin Luther King Jr. County,*

Whereas, *this phase of construction will provide thousands of union jobs and apprenticeships for construction and other trades through 2035,*

Whereas, *Terminal 18 in the Port of Seattle, under the Northwest Seaport Alliance, also provides and supports thousands of union jobs in the maritime industry,*

Whereas, *the siting of the ST3 West Seattle Link east-west segment between Delridge and 1st Ave S. will impact freight mobility and cargo movement to and from Terminals 18 and a modernized Terminal 5 in 2024, due to construction impacts,*

Whereas, *we want the ST3 project completed on time with the maximum utilization of union labor, while preserving the viability of our marine terminals through mitigation,*

Whereas, *the proposed east-west routes, located south of S. Spokane St., provide the necessary balance of maximizing construction jobs and lessening impacts on marine terminal jobs and operations,*

And Whereas *Sound Transit will begin DEIS scoping in February of 2019 and make a determination by April 2019 for their preferred alternative for this route, and will need to consider mitigation in this determination,*

Be It Therefore Resolved,

That MLK Labor is on record in support of the ST3 West Seattle Link that will be the least disruptive to maritime activities during and after the construction phase, and will encourage the Sound Transit Board in selecting a preferred option least disruptive to Port maritime terminals and other cargo operations,

Be It Further Resolved, *That MLK Labor will educate our elected officials on the Sound Transit Board, the Sound Transit Elected Leadership Group, the Port of Seattle/Northwest Seaport Alliance, City of Seattle, MLK Jr County Council, and other government entities on the concerns raised herein,*

Be It Finally Resolved, *that MLK Labor shall communicate the intent of this resolution in writing to the above elected officials in a timely manner.*

opeiu8/afl-cio

Neptune Pacific and Associates, LLC.
P.O. Box 17464
Seattle, WA 98127

March 30, 2019

West Seattle and Ballard Link Extensions
c/o Lauren Swift, Sound Transit
South Jackson St.
Seattle, WA 98104

Re: Scoping Comments

To Whom It May Concern:

I write as a property owner in Interbay, whose family purchased the property at 3425-16th Ave W, Seattle, in the late 1970's and the adjacent lot to the north in the mid-1990's. Currently, the drawings for the Interbay light rail station is positioned on top of our property. Please consider the tunnel option to retain my family's property and negate negative effects it will have on the thriving industrial community of Interbay.

There is not much in the way of Industrial Land left in Seattle. In fact, evicted industrial businesses displaced by the South Lake Union development a few years ago attempted to relocate to Interbay. Unfortunately, only one business was able to do so because of extremely limited availability. If the light rail is built through the Interbay industrial community, the same displacement of businesses will occur. Additionally, the space beneath the bridge that is being considered for "use" will not be able to be used for industrial businesses. There are ideas about placing parks or green space under the bridge, but again this is taking away industrial area. Also, there will not be room for a light rail and Interbay industry to coexist unless a tunnel station is built. It is better to invest more money to implement an effective long-term plan, than it is to waste money on a bridge with expensive upkeep that is not environmentally friendly.

The tunnel solution will allow a long-term healthy relationship between Interbay industry, workers, owners and the clients of Seattle they serve. If people are not able to work locally or their business is not local because their jobs have been displaced by the light rail, you are effectively contributing to increased commute times and increasing the already horrendous Seattle traffic. Please reconsider the tunnel option; it will reduce noise and provide Interbay industrial workers with an alternate route to their work. Woohoo!!! This is a win-win for everyone!

Thank you for your consideration of preserving existing businesses that serve our Seattle communities. For the tunnel, please take a look at the already **city owned property** (south side of Bertona on 17th side) and other undeveloped property in the area, as a station. Thank you for your consideration.

Sincerely,

Kari Guddal - Managing Partner
Cell Phone: 206-790-1780

RECEIVED
APR 03 2019
SOUND TRANSIT
LEGAL DEPT.

LAW OFFICES OF
MCNAUL EBEL NAWROT & HELGREN
A PROFESSIONAL LIMITED LIABILITY COMPANY

600 UNIVERSITY STREET, SUITE 2700
SEATTLE, WASHINGTON 98101-3143
TELEPHONE: (206) 467-1816
FACSIMILE: (206) 624-5128

MARC O. WINTERS

E-MAIL: MWINTERS@MCNAUL.COM
Direct (206) 389-9350

March 29, 2019

VIA EMAIL AND VIA CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Sound Transit
Attn: Lauren Swift, Central Corridor Environmental Manager
401 S. Jackson Street
Seattle, WA 98104
Email: wsbscopingcomments@soundtransit.org

Re: Route and Station Alternatives for Ballard Light Rail Project

Dear Sound Transit:

We represent (a) Nickerson Investments L.L.C., the owner of a self-storage facility located at 1300 West Nickerson Street, Seattle, Washington 98119, commonly known as Bolt Modern Storage, and (b) 1515 Leary Way Associates LLC, the owner of a self-storage facility located at 1515 NW Leary Way, Seattle, Washington 98107, also commonly known as Bolt Modern Storage.

Nickerson Investments L.L.C. and 1515 Leary Way Associates LLC are referred to collectively as the "Owners". The above self-storage facilities are referred to as the "Bolt Storage Facilities".

The Bolt Storage Facilities are family-owned businesses that have been serving the Queen Anne and Ballard communities for many years. The Bolt Storage Facilities are proud to serve all segments of the Seattle community, including low-income and military families. The success of the Bolt Storage Facilities is highly dependent on their customers having safe and unobstructed vehicular and pedestrian access for loading and unloading of stored goods. The Bolt Storage Facilities are bounded by heavily traveled streets and the Ballard Bridge, and operate in very space-constricted environments.

These businesses succeed because of both easy physical access for drivers and visibility from the 15th Avenue West arterial roadway. Any obstruction of either of these benefits, or any other encroachments or interruptions, will have a significant detrimental effect on the viability of the Bolt Storage Facilities. Even a temporary interruption in the operating efficiency of the Bolt Storage Facilities caused by construction of light rail would be highly damaging.

Furthermore, the Bolt Storage Facilities are unique and irreplaceable. No amount of cash compensation would enable the Owners to relocate these businesses because of the unique and unavailable combination of access and visibility to the arterial roadway, coupled with light industrial zoning in a retail environment. Any condemnation of any portion of either Facility would destroy these important locally-owned businesses.

Accordingly, the Owners wish to voice their strong objections to any light rail designs for the Ballard extension which would pass on, over, through or adjacent to either of the Bolt Storage Facilities. For these reasons, the Owners believe that the tunnel option would be highly preferred.

Please let us know if you have any questions. Thank you for your attention to this matter.

Very Truly Yours,

Marc O. Winters

MOW/mow
cc: Tom Nickerson

April 2, 2019
Sound Transit
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

Email to: wsbscopingcomments@soundtransit.org

Subject: Sound Transit Ballard Link Extension Scoping, April 2019

Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board Members:

On behalf of the North Seattle Industrial Association (NSIA) we appreciate the presentations and information provided by Sound Transit staff. We understand that Sound Transit is requesting comments on the West Seattle and Ballard Link Extensions; Purpose and Need, alternatives development, the ST3 representative project, and impacts or benefits seen under elements of an Environmental Impact Statement (EIS).

The Ballard Link Extension enters the heart of one of Seattle's major industrial centers that supports approximately 73,000 jobs, contributes 24% of B&O taxes and 32% of taxable sales. Industrial lands must be protected in order to maintain this important segment of the economy. The maritime industry sectors are dependent on proximity to each other; the loss of one industry as a direct impact will impact other maritime industries with loss of services. In other words, there are industries that cannot be relocated and maintain a viable maritime industry.

The maritime industry, industrial sector and the Port of Seattle are dependent on an efficient transportation system. The movement of freight is a vital component of transportation and the economy. Industrial lands, freight movement, truck mobility, and safety for all modes requires that the unique characteristics of an industrial environment and unique characteristics of freight movement and truck mobility be addressed through all elements of project development.

Our comments are provided below relative to the Purpose and Need, the ST3 Representative Project Ballard Extension, the Alternatives Development Report, February 2019, the visualizations and alternative alignments provided on Sound Transit's project website, and elements of an EIS. We requested engineering plan sheets to review potential impacts to industrial lands but only received links to the alignments provided on the project web site. We understand from Sound Transit staff that the design work is at a very "high-level" of conceptual design. We have an overarching concern that the level of conceptual design is not adequate in level of detail to select a preferred alternative.

Request to include 20th/Tunnel Level 2 Alternative in the EIS

The NSIA sees clear environmental benefit to the tunnel options. We have significant concerns with the impacts to both maritime industries, the displacement of Coastal Transportation, and to 15th Avenue NW as a major truck route serving the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC). The industries in the BINMIC cannot tolerate further erosion

of capacity and mobility for truck movement on 15th Avenue NW. A light rail station on 20th Avenue NW would be more compatible with the City of Seattle comprehensive plan and policies and serve the heart of the Ballard community. The evaluation criteria and summary tables in the *West Seattle and Ballard Link Extensions, Level 2 Alternatives Development and Screening*, October 2018 lack transparency in disclosing why the alternative was dropped. Significant environmental, land use, and rider benefits are achieved with the 20th/Tunnel Alternative (and a station on 20th Avenue NW). The distinguishing factor is the cost, which is based on only a very conceptual level cost estimate. We encourage you to distinguish between "Agency Preferred Alternatives" (that could include costs) and "Environmentally Preferred Alternative" (that should not include costs) as Sound Transit moves forward with the EIS.

Purpose and Need

The current Project purpose and need statement is entirely focused on regional need for alternative modal travel. We support the purpose of the project to provide regional mobility and carry the increasing travel demand by light rail to reduce future traffic demand on city streets. However, a major infrastructure project with local funding must also be consistent with adopted plans and programs. We offer the following additions to the Purpose and Need due to the proximity of the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) and industrial lands within the project area.

Purpose:
Modify the third bullet to include manufacturing/industrial centers as follows:

- Connect regional growth centers and manufacturing/industrial centers as described in adopted regional & local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan

Please add the following bullet to the Purpose & Need statement:

- Build and operate the light rail extension to preserve and protect the industrial economy by protecting industrial lands and local and regional freight mobility. Protect freight routes to ensure safe operations, improved travel time and reliability of goods movement to, within and between Seattle's MICs and urban villages.

Need:

- Minimize conflict between truck and nonmotorized modes to protect public safety.

ST3 Representative Project – Ballard Extension

The Elliott Avenue W and 15th Avenue W/NW corridor, the aorta of our community, has 63,800 vehicles crossing the Ballard Bridge (https://data.seattle.gov/Transportation/Traffic-Counts/3dfs-acmc/data), over double the traffic of Martin Luther King Way South. Truck volume on 15th Avenue W/NW is approximately 5,000 per day south of the Ballard Bridge and 2,500 per day north of the Bridge. (City of Seattle Freight Master Plan, 2014) The corridor has become congested on a daily basis and is becoming more so. The Interbay neighborhood is projected to grow similarly. North-south corridors are limited in Seattle and the Ballard Bridge is limited in

capacity to carry traffic while open and further restricts traffic during maritime closings. Our concerns with the representative project are listed below.

1. An at-grade alignment within the 15th Avenue W/NW corridor will severely limit local and regional mobility for truck movements to and from industrial lands both during construction and permanently. A reduction in mobility, with increasing traffic congestion due to planned growth, is intolerable.
2. The NSIA prefers the alignment to the west of 15th Avenue W/NW through the Interbay segment.
3. Bridge piers in an elevated section are either closely spaced, and therefore limit surface street mobility and restrict turn lanes or have longer spacing which greatly increases the size and cost of the super structure. Taller elevated segments result in longer elevated segments. There can be no assumptions about the impacts or cost of elevated segments without an advanced level of design.
4. Traffic impacts during construction, within the 15th Avenue W/NW corridor, will occur for multiple years. The impacts to the industrial economy could reach devastating consequences. There are no equivalent parallel corridors to serve large trucks (WB-67) and over-legal trucks.
5. A reduction in capacity on the Elliott Avenue W and 15th Avenue W/NW arterials is unacceptable to the industrial, maritime, and freight community.
6. There are no comparable north-south routes that provide the same level of utility for the BINMIC and transportation needs between the MICs, the regional economy, the national economy, and the maritime industry. Therefore all surface street capacity and mobility must be maintained.
7. We are concerned that the real costs of a bridge alternative over the Lake Washington Ship Canals are unknown. Numerous design and construction constraints must be considered including but not limited to; salmon habitat and migration, the ultimate location with dimensions of a reconstructed Ballard Bridge, at-grade touch down points and aerial distance before touchdown, and the resulting pier placements. A structure adjacent to the Ballard Bridge could limit access for future repairs or replacement of the Ballard Bridge.

Alternatives Development – Elevated

The NSIA has serious concerns that the level of design does not provided adequate information to understand the impacts and costs of the elevated alternative. Sound Transit staff stated in a briefing to the NSIA on March 26, 2019 that the columns and foundations for the elevated structure and bridge across Salmon Bay were only conceptual and that the actual location and size were still unknow. We request that additional design and cost estimating be prepared before selecting the preferred alternative. We have the following concerns. The final route must enhance, and not diminish, the current and potential future traffic and truck carrying capacity of the entire 15th Avenue W/NW corridor, both during and after construction,

1. Truck mobility must be maintained, or improved, for truck trips within, to, and from, the BINMIC. Access by trucks to industrial areas must not be restricted,
2. Station location alternatives should be developed to minimize conflict with truck movements.

3. The benefits or impacts to freight and truck mobility should be a key comparison of project alternatives.
4. A tunnel alternative should be considered to minimize impacts during and after construction. The length of time of construction should be a key consideration of traffic and congestion impacts.
5. A bridge alternative should be developed that fully accounts for environmental impacts and mitigation and maximum reliability (minimize bridge openings) in order to fully account for costs of an elevated alternative relative to the tunnel alternative.
6. A tunnel alternative could provide the benefit of moving spoils by barge, reducing costs relative to other tunnel projects and resulting fewer carbon emissions than moving by truck.
7. Examine the reliability of Link service *and* the reliability of the Elliott Avenue W and 15th Avenue W/NW corridor for freight movement in the analysis of benefits and impacts and compare alternatives.
8. Cost estimates of tunnel construction could be lower by the time bids are requested for the tunnel construction due to rapidly advancing tunnel technology. While we would not expect Sound Transit to make this assumption, this potential further highlights the need for additional design work and cost estimating to be able to evaluate the clear tunnel benefits relative to an incremental cost increase, which could be paid by a third party.

Elements of an Environmental Impact Statement

<u>Transportation</u>

1. Plans and Policies
   a) Evaluate relevant plans and policies from Seattle's Comprehensive Plan relevant to the BINMIC and industrial land uses across alternatives.
   b) Evaluate relevant plans and policies from Seattle's Transportation plan relevant to the BINMIC and industrial land uses.
   c) Present and summarize Seattle's Freight Master Plan, present the freight network, and truck streets, over-legal routes, and connections to routes for hazardous materials transport. 15th Avenue W/NW provides connection to Alaskan Way the only north-south route for hazardous materials through Seattle.
   d) Identify spot and corridor freight improvements in the Freight Master Plan within the project area, in particular on 15th Avenue W/NW. Ensure that these projects can be completed with the project alternative.
2. Arterials and Local Streets
   a) All changes in geometrics or channelization and redistribution of traffic and truck volumes that occur with the project alternatives should include an analysis of impacts to truck mobility (circulation, geometrics, capacity, traffic volume by time of day, and increase in travel time for truck movements).

3. Freight Mobility and Access
   a) Document truck street classifications; 15th Avenue W/NW is a major truck street, a seaport highway connector, and one of two north-south over-legal routes through Seattle.

b) Document truck volumes by vehicle classification on streets within the study area.
c) Provide truck volume data by time of day for all approaches to study intersections and all intersections that could be affected by the project alternative.
d) Prepare level of service analysis for the peak hour of truck volume for all intersections with classified truck streets.
e) Ensure that intersection level of service analysis accounts for future bus volumes, bus priority signalization and pedestrian volumes.
f) For arterials with an increase in traffic volume, provide an estimate of the increase in truck travel delay during the AM and PM peak hours, and the peak hour of truck traffic.
g) Evaluate and compare for each alternative the hours of the day with LOS F congestion on the facilities that cross the Lake Washington Ship Canal and include estimates of delay with bridge openings.
h) Identify all changes to truck access at driveways, and including any turn restrictions that alter access to industrial areas.
i) Show street and arterial design for elevated and at-grade segments. Ensure that modifications to 15th Avenue W/NW integrate improvements in the Freight Master Plan.
j) Document the existing rail line across the Lake Washington Ship Canal and evaluate any potential impacts with project alternatives.
k) Document the Fishing Vessel Owners Association (FVOA) and their two marine ways that are directly west of the bridge. These two rail systems (300 ton and 500 ton) haul, about 50 vessels/year for repair on land, and FVOA works on about 50 vessels/year in the water. The proposed light rail bridge should be designed to a level that will disclose if the columns for the light rail aerial structure touch down on the areas leased to FVOA and impacts avoided through design.

4. Safety
   a) Identify intersection and driveway conflict points at locations used by trucks and non-motorized vehicles.
   b) Evaluate sight distance at locations identified above.
   c) Collect truck volume data by time of day at locations identified above and forecast truck volumes. Estimate nonmotorized volume at locations identified above.
   d) Identify any increase in risk to safety as in conflict with Seattle's Vision Zero plan.

5. Construction Impacts
   a) Given the length of time of construction; and the economic sensitivity of industrial lands to traffic, congestion, and mobility; prepare the above analysis for impacts during construction.
   b) Prepare and present construction constraints and the resulting construction time and phasing for the proposed bridge over the Lake Washington Ship Canal. Use ecosystem data and information of fish habitat and fish migration, and pre-design of the bridge structure to determine a feasible construction plan given the construction complexity and constraints.

6. Indirect and Cumulative Impacts
    a) Include freight travel and truck mobility in the analysis of indirect and cumulative impacts.

7. Mitigation
    a) Identify mitigation for identified decrease in truck mobility.
    b) Evaluate potential impacts of mitigation measures to truck mobility.

Acquisitions, Displacements, and Relocations

1. Analysis should include the interdependency of industrial businesses and the dependency of industrial businesses on a working waterfront. The loss of one business may create a subsequent loss of interdependent businesses.
2. Analysis should include the potential for economic impacts on industrial lands to induce acquisitions, displacements, and relocations.

Land Use

1. Clearly present the geographic area of the BINMIC.
2. Clearly present the interdependent industrial land uses between the BINMIC and all other industrial areas in Seattle and regionally.
3. Clearly present the interdependent industrial land uses, their dependency on the Seattle's freight corridors and a working waterfront.
4. Clearly present the freight network, truck volumes, and explain how freight movement on the freight network relates to the industrial land uses.
5. Identify how any impacts to truck mobility caused by the project impacts the BINMIC industrial land uses.
6. Present City of Seattle Comprehensive Plan policies relevant to the BINMIC and industrial land uses. For example, LU 10.16 that states, "Prohibit uses that attract large numbers of people to the industrial area for nonindustrial purposes, in order to keep the focus on industrial activity and to minimize potential conflicts from the noise, nighttime activity, and truck movement that accompanies industrial activity."
7. Evaluate the potential for station locations to open up the industrial areas to non-industrial uses which we oppose.
8. Evaluate and present the City of Seattle neighborhood plan and policies for the Ballard/Interbay Northend Manufacturing & Industrial Center (BINMIC). The policies are quite thorough and provide clear policy direction to provide truck and freight mobility through and within the BINMIC.
9. BINMIC is headquarters to the North Pacific fishing fleet with vessels homeport at facilities on the Lake Washington Ship Canal and including Fishermen's Terminal. Northwest Seaport plans for Fishermen's Terminal should be considered with each alternative. The plans include expanding the on-site roster of suppliers that serve the fishing fleets. Transportation, economic, and all other relevant elements of and EIS should be evaluated with any impacts to Fishermen's Terminal and connecting transportation facilities (roadway, water, rail).
10. The influence of station design and transit-oriented development on land use.
11. Prepare a design that results in no net loss of industrial lands.

Economics

1. Provide relevant economic data for the BINMIC including the quantity of industrial lands, types of industry, number of jobs and level of pay, and contribution to the regional economy.
2. Provide relevant economic data for the maritime industry, which is of regional and national importance.
3. Evaluate economic impacts on industrial lands and the maritime industry due to; acquisitions, displacements, and relocations, and whether or not these impacts can be mitigated.
4. Evaluate economic impacts of decreased truck mobility and additional travel time impacts locally and regionally.

Social Impacts, Community Facilities, and Neighborhoods

1. Present and evaluate City of Seattle Comprehensive Plan policies relevant to protecting industrial jobs.
2. Evaluate the impacts of job loss due to economic and land use impact to industrial lands.
3. Evaluate the importance of the industrial community to the Ballard neighborhood.

Air Quality

1. Evaluate changes in local truck movement due to project alternatives and the potential increase truck travel and idle time on the street network and at intersections.
2. Evaluate increase in truck travel time for regional movements due to reduction in capacity along alternative routes, and include this analysis in air quality analysis.
3. Evaluate impacts described above for the peak of truck travel.

Ecosystems

1. Prepare analysis to present fish habitat and migration information and data in and through the Lake Washington Ship Canal. Prepare adequate level of design for the proposed bridge over the Lake Washington Ship Canal to understand and disclose the length and phases of construction needed to avoid impacts to fish habitat and migration.

Energy Impacts

1. Include the factors described above for Air Quality to identify the increased energy consumption of increased truck travel, truck delay, and truck idling.

Hazardous Materials

1. Identify the existing movement of hazardous materials from industrial land uses.
2. Identify the effect of mobility impacts, locally and regionally, on the movement of hazardous materials.
3. Identify alternative movement of hazardous materials due to any restrictions to hazardous materials resulting from the project; including local constraints and reduction in capacity within alternative corridors.
4. Identify reasonable mitigation of any Acquisitions, Displacements, and Relocations of industrial land uses with movement of hazardous materials.

Environmental Justice

1. Evaluate environmental and social justice impacts to industrial jobs.

Conclusions

The concerns presented for the elevated alternative lead us to understand that the elevated alternative will increase in cost with further design and the relative cost to a tunnel alternative would narrow. The tunnel alternative provides significant benefits to protection of the industrial lands and maritime industry, the environment, and fish habitat. The benefits and real cost to achieve that benefit relative to the real cost of an elevated alternative should be well understood before selection of a preferred alternative.

In summary, we request that freight movement and truck mobility be considered throughout the alternatives develop and analysis of the proposed project due to the significant industrial and maritime land use in the project area. The economic value of these lands and industrial jobs warrants protection while evaluating alternatives for the Link light rail extension to Ballard.

The NSIA recommends development of alternative alignments and greater transparency in presentation of the environmental benefits of alternatives. Cost estimates should be based on a higher level of design - preliminary engineering- to provide more accurate information for the public and decision-makers. Alternatives should consider a corridor to the west of 15th Avenue W/NW; crossing the ship canal by means of a tunnel and construction an underground station in Ballard in the vicinity of 20th Avenue NW.

Sincerely,

Mr. Eugene Wasserman, President
North Seattle Industrial Association
3500 1st NW
Seattle, WA 98107

Copies: Mayor Jenny Durkan, City of Seattle
Seattle City Council Members: Bruce Harrell, Lisa Herbold. Kshama Sawant, Rob Johnson, Debora Juarez, Mike O'Brien, Sally Bagshaw, Teresa Mosqueda, Lorena González
Seattle Freight Advisory Board via Chris Eaves, SDOT Advisory Board Liaison

NORTHWEST
MARINE TRADE
ASSOCIATION

1900 N. Northlake Way, Suite 233
Seattle, WA 98103-9087

Phone: (206) 634-0911
Fax: (206) 632-0078

www.nmta.net
www.seattleboatshow.com

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BST Associates

Wendell Stroud
Marine Floats

Alex Sutter
Fisheries Supply Company

Promoting the Recreational Boating Industry in the Pacific Northwest

April 2, 2019

Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Via Email: WSBScopingComments@SoundTransit.org

Attn.: Sound Transit Board of Directors
Elected Leadership Group, WSBL
Stakeholder Advisory Group, WSBL
WSBL Stakeholders

Re: Sound Transit West Seattle Ballard Link Extension ("WSBL") Alignment Alternatives

Dear Sound Transit Board Members, Elected Leadership Group, Stakeholder Advisory Group, and other WSBL stakeholders:

The Northwest Marine Trade Association ("NMTA") submits the following comments on the West Seattle to Ballard extension crossing. NMTA requests that the Sound Transit Board of Directors, the Elected Leadership Group and the Stakeholder Advisory Group (SAG) closely consider these comments.

NMTA appreciates the role of the SAG and is pleased that Peter Schrappen, NMTA's Vice President, was invited to serve on this committee.

NMTA represents over 735 businesses in the recreational boating industry. This sector represents $6.9 billion in overall economic activity. The state has 240,000 registered boats and these boats are built, serviced, painted, repaired throughout Washington state. The companies that perform these services comprise NMTA. The majority of NMTA's members are in Puget Sound and a majority of this cohort are in the Seattle area, and in particular Ballard. Each of these small businesses serve or rely on the flow of maritime commerce.

As you know, maritime businesses are critical to Washington's economy, generating $30 billion in revenues in 2012, and employing roughly 148,000 workers. Maritime employers in the Seattle area include passenger transportation; tug and barge operators, boat and ship building, repair, and maintenance; maritime logistics and shipping; fishing and seafood products; and maritime support services.

The maritime sector acts like an ecosystem, meaning what affects one subset of this sector affects the entire industry. Recreational boating businesses service commercial fishing boats for example.

As the project proposes to cross two of the region's largest and most productive industrial zones (Manufacturing Industrial Centers [MICs]), the project purpose

should acknowledge that no harm should come to facilities and operations in these areas essential to delivery of the Port's mission.

With respect to the West Seattle and Harbor Island portion, please take into account the impacts to container cargo and other maritime operations on the Duwamish River. NMTA members like the Port of Seattle and Delta Marine reside in this area. Disruptions to this maritime community would have long-lasting economic and quality of life implications. Competition for this cargo occurs in a global arena. Shippers eye even the possibility of short and long-term disruption as reason to use other gateways like Long Beach, California or Canadian ports. As you know, disruptions impact the employers' ability to both maintain and grow businesses and to provide the family-wage jobs our region depends on.

For the West Seattle portion of the alignment, our concern is the location of the crossing on the Duwamish. As you have read in the Port of Seattle letter, the concerns are many and the threats are real if this option is selected. More specifically, construction in public right of way would limit freight mobility for up to five years.

NMTA ask that the Board recognize the significant impact a north crossing would have on maritime industrial businesses in the region and include a thorough assessment of those impacts in the scoping process to allow for a true reckoning of costs, including short and long-term mitigation.

For these reasons, we ask that the Board choose an alignment with a crossing south of Spokane Street as the preferred alternative, and/or ensure that such an alignment is included in the environmental review.

Regarding the alternative routes proposed for the 4th Avenue east of CenturyLink Field & Event Center, I would "second" the comments you received from Ms. Ann Kawaski and Mr. David Young on March 28. As mentioned in their letter, CenturyLink field hosts 125 non-sporting events a year and one of their marquee events is the Seattle Boat Show, which NMTA owns and produces. This attraction draws over 50,000 attendees and provides the venue for over 50% of the sales (or more) for many of the 325 member businesses that exhibit. While we are excited about extended light rail, we echo their sentiments that this facility be taken a focal point as the project moves forward. Please consult with the Seattle Mariners and CenturyLink Field & Event Center's teams all along the way. They are tremendous partners with us and will keep us abreast of any developments. As you reach out to them, they will have our interests in mind.

In their letter, they point out that the event-related traffic is not just for attendees. The Seattle Boat Show regularly has fifty-plus trucks and trailers using the arterials to load the boats into CenturyLink Field & Event Center. We rely on 4th Avenue for ingress and egress to CenturyLink Field & Event Center. As Ms. Kawaski and Mr. Young proffer, "we encourage Sound Transit to select as its preferred alternative a route that avoids having a crippling effect on traffic in south downtown, and not significantly and adversely affect operations at CenturyLink Field."

As for the Ballard Link Extension, Sound Transit is looking at three options when it comes to the crossing of the Ship Canal. NMTA opposes the high-level bridge alignment because of the impact it will have on cargo handling that Coastal and Salmon Bay Terminal articulated to you on their January 30, 2019 letter to this august group.

NMTA strongly favors the passage beneath the Ship Canal. This tunnel route would lead to less frustration for all stakeholders and will have the least impact on the flow of maritime commerce. The maritime and Ballard business community stand united on this preference.

Thank you for giving NMTA the opportunity to weigh in on this critical project. We stand by ready to assist you in any manner you deem helpful.

Thank you for your attention,

Peter Schrappen, CAE

Vice President & Director of Government Affairs
Northwest Marine Trade Association

Communication ID: 351645

From: Northwest Studio

Scoping Comment:

EIS SCOPING COMMENT

WEST SEATTLE TRIANGLE

northwest studio

architects urban designers

1402 3rd ave, no 808, seattle, wa 98101

206.788.8155

www.northweststudio.com

To: West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

From: Northwest Studio, on behalf of Lynn Sweeney.

RE: EIS Scoping Comment: Avalon Station

Date: April 1, 2019

Over four generations, the Sweeney family has assembled over 3.5 acres of property spanning six blocks in the West Seattle Triangle. The two northernmost blocks are currently home to the Alki Lumber & Hardware Co and adjacent to the future Avalon Station, indicated by the Level 3 Alternatives developed for the Ballard to West Seattle Link Extension. Together with three additional Sweeney-owned blocks to the South that front both sides of 36th Ave SW, and one to the West along Fauntleroy Ave SW, these Alki Lumber sites form an unparalleled opportunity to provide

new housing options, business spaces, and public realm improvements that can bring new riders to the Sound Transit network.

The Sweeney family has initiated Seattle's Master Use Permit process for the Alki Lumber sites, utilizing their full lot area and development potential, and it has begun a holistic master planning process for all of its properties in the Triangle, outlining key relationships and synergies that will tie each to the other in terms of program and expectations related to the delivery of potential benefits to the community, commercial tenants, and residents.

Of the Level 3 Alternatives, an underground station at Avalon best supports the City's, Sound Transit's, and local community's goals for the neighborhood. It provides significant opportunities for TOD surrounding the station it offers great potential for people-focused urban design and placemaking; and it limits potential impacts to businesses and residents during construction and beyond.

Conversely, any elevated guideway, which would include large concrete structural bents and an overhead station, would have permanent deleterious impacts to the neighborhood and TOD potential, generating noise and vibration concerns, casting deep shadows, obstructing cherished views, and creating significant obstacles to pedestrian and vehicular mobility and urban design character, directly contravening the City's desire to "integrate Fauntleroy Way in the neighborhood physically, aesthetically, and operationally, while at the same time maintaining its arterial

functions."2

We look forward to working with Sound Transit through the EIS process to develop a common vision between our two projects that can continue to best serve the West Seattle community for future generations to come.

1 Reference City of Seattle Actions, Goals, and Policies:

"Action 5: Create partnerships with transit, developers/owners, and regional agencies to align TOD goals and actions," City

of Seattle Department of Planning and Development, "Implementing Transit Oriented Development in Seattle: Assessment

and Recommendations for Action," August 2013.

"Encourage opportunities to provide affordable market rate housing in the neighborhood for Junction workers," Seattle

Comprehensive Plan, Policy WSJ-P15.

Reference Sound Transit Goals: "Resolution R2018-10 Adopting an Equitable Transit Oriented Development Policy"

"2.1.1 Goal Increase the value and effectiveness of transit by increasing transit ridership."

"2.1.5 Encourage the creation of diverse housing options near transit with priority to affordability

"2.1.6 Encourage convenient, safe, Multimodal access to the transit system with an emphasis on nonmotorized access." 2 City of Seattle Comprehensive Plan, Policy WSJ-P8.

NUCOR STEEL SEATTLE, INC.
2424 SW Andover Street
Seattle, WA 98106-1100
206.933.2222

April 1, 2019

TO: Sound Transit Stakeholder Advisory Group
Sound Transit Elected Leaders Group
Sound Transit Board

Via Email: wsbscopingcomments@soundtransit.org

Subject: Sound Transit Environmental Impact Statement (EIS) Scoping Comments for the West Seattle – Ballard Light Rail Extension

On behalf of Nucor Steel Seattle, Inc. (Nucor), as well as General Recycling of Washington, LLC. (GRW), thank you for the opportunity to provide scoping comments to begin the environmental review for the West Seattle-Ballard Light Link Rail Extension.

The Nucor facility is a steel mill located at 2424 SW Andover St. that has been a part of the West Seattle community since 1905. It is the largest recycling facility in the state of Washington and supplies both private and public construction projects throughout the Pacific Northwest with responsibly-produced steel products. The GRW facility is located at 4260 W Marginal Way SW. It is primarily a scrap steel receiving and sorting facility that supports the recycling activities at the steel mill. Both facilities' existence is heavily dependent on road, rail, and marine freight mobility.

Nucor and GRW combine to provide over 320 direct living wage jobs as well as over a thousand industrial, maritime, and transportation jobs in the greater Puget Sound area. The industrial, maritime, and transportation sector that Nucor, GRW, and their various support vendors occupy are extremely important components of a diversified economy that provides living wage jobs, and does so in an increasingly expensive city. While Nucor and GRW support expansion of light rail, we believe that careful attention must be paid to the potential impacts to the industrial and maritime operations in and around the Duwamish River Valley both during and after construction of the extension.

The two decisions in particular that directly affect Nucor and GRW are the ones related to the Duwamish River crossing and the siting of the Delridge Station, which are both described below. Nucor and GRW respectfully request that the draft EIS comprehensively reviews potential impacts to our operations as well as opportunities to modify the project plans to avoid or minimize these impacts.

Duwamish Crossing

Currently there are two potential Duwamish River crossings under study. Both crossings parallel the West Seattle Bridge, one north of the bridge and one south.

Either crossing has potential to disrupt both Nucor and GRW's operation through construction and operation impacts to freight mobility. Because of the Nucor facility's reliance on the Delridge connection to the West Seattle Bridge for the majority of the inbound and outbound freight to the facility, carefully studying and minimizing the traffic impacts is critical for the continued existence of our operation. Additionally, the route between Nucor and GRW's location and the ability to maintain the movement of material via truck and rail between the two facilities is critical. Finally, GRW also operates a dock facility that receives and loads both barges and ocean going vessels which makes maintaining existing draft and beam clearances of the current West Seattle Bridge both during and after construction necessary for our operation.

Nucor and GRW are particularly concerned about impacts from a north crossing of the Duwamish River. The current route associated with a North crossing runs through the Nucor property. The Nucor facility is sited on a very small footprint for a steel mill and is already logistically constrained. Additional loss of property both during and after construction would be detrimental to the facility in its current operation. It would also prohibit expansion and modernization, which are necessary for survival in the globally competitive market that we serve. A north crossing also has a greater potential impact to the Delridge-Chelan-Marginal-Spokane intersection, which is vital for GRW, Nucor, and several other businesses in the industrial and maritime sector.

An early alternative (referred to as the Purple Line), currently eliminated in evaluation, contained a crossing of the Duwamish River directly through the middle of the GRW facility. While not currently being considered, both Nucor and GRW maintain that this would have debilitating impacts to our operations both during and after construction.

Delridge Station Siting

The current Representative Line has the Delridge Station sited in the public-right-of-way north of Andover Street adjacent to the Nucor mill, while several other options have the station sited south of Andover Street.

The north of Andover location, both during and after construction, would make the efficient movement of freight vital to the mill's success, nearly impossible. The Delridge-Andover intersection is already highly problematic for freight movement today. Additional busses, bicycles and pedestrians all converging to a station north of Andover would not only greatly constrain freight movement but create significant safety risks for the community and commuters.

The economic impact to the Nucor mill of a north of Andover station location would be significant and put the mill's ability to continue operations in jeopardy. The result would have a significant economic impact to Nucor teammates and local living wage jobs, Nucor suppliers and vendors, community organizations, and the region's tax base.

In summary, we ask for the Sound Transit Board to recognize the significant impacts a north crossing would have on our operations as well as other industrial and maritime activities in the area, and the impacts of siting the Delridge Station north of Andover, by including a thorough assessment of those impacts in the scoping process to allow for a true reflection of costs, including short and long-term mitigation.

For these reasons, we ask the Sound Transit Board to choose an alignment with a crossing south of the West Seattle Bridge and siting the Delridge Station south of Andover Street as the preferred alternative for the EIS process, or ensure that such an alignment is included in the environmental review.

Nucor Steel Seattle, Inc. and General Recycling of Washington, LLC. look forward to working with the Stakeholder Advisory Group, the Sound Transit Elected Leadership Group and the Sound Transit Board, as it brings light rail to the West Seattle community. Nucor Steel Seattle would welcome further discussion on any of the remaining alternatives in the near future as a final decision is reached.

Sincerely,

Mathew J. Lyons
Vice President and General Manager
Nucor Steel Seattle, Inc.

April 2, 2019

Thank you for the opportunity to offer comment on the scope of review that will be conducted as part of the EIS process for the West Seattle - Ballard Link Light Rail Extension.

I write to you on behalf of PCC Logistics, a business that supports container terminal maritime industrial jobs and is a crucial component of the economic engine this sector represents to our local, regional, and state economies.

Impacts to container cargo and other maritime operations on the Duwamish have long-lasting economic and quality of life implications. Competition for this cargo remains fierce, and shippers see even the possibility of short and long-term disruption as a reason to utilize other gateways. These disruptions affect our ability as an employer to both maintain and grow our business and to provide the family-wage jobs our region depends on.

The transit services provided now and in the future by Sound Transit are critical to our ability to move goods more efficiently – efficient freight movement depends on an efficient transportation system, and we want to partner with you as you move forward into the next century.

For the West Seattle portion of the alignment, our concern is the location of the crossing of the Duwamish. A crossing north of the Spokane Street Corridor directly impact congestion in the gate entrances at both T-18 and T-5, which will be operational by your startup date.

PCC Logistics is located at 3629 Duwamish Avenue South Seattle, WA. This location has been offering support services to the shippers that use the Port of Seattle marine terminals for the past 8 years. PCC has operated at different locations in the Port of Seattle for over 20 years.

Our Duwamish facility provides rail unload and reload operations to the largest exporters and importers in the U.S. We provide many different services in the port, including rail and container trans-loading, truck to container trans-loads, and containers to trucks headed into the mid-west. We also offer reworking services for damaged containers to all of the terminals in the Port of Seattle and all of the steam ship lines. Our location is ideal for providing prompt and reliable services to all of the shippers using this port.

PCC has operations in Seattle, Tacoma, Oakland and LA. That level of coverage has made us the go-to provider for a majority of shippers of both Imports and Exports.

Construction in public right-of-way would limit freight mobility for up to five years. If either the north or south side of Spokane Street is chosen, the effect will be detrimental to the main terminals in the Port of Seattle, as truck traffic and gate congestion are already recurring issues.

The closure of T-46 to be converted to a cruise ship terminal is just beginning now and those volumes will be shifting to T-18 for the short term. Once the retrofit of T-5 is complete, those steamship lines will shift to T-5. This has been assured by the signing of a 30 year contract with SSA to operate T-5 along with their $250 million commitment to retrofit the terminal. All of this is very positive for the growth of the Port of Seattle.

Washington and surrounding states all the way into the Midwest are responsible for feeding a larger percentage of the world's population this is dependent on the smooth operation of the port. As we saw in the last labor disruption the impact to the Apple industry over one season was in the billions. The construction is expected to last years and in my opinion will have long lasting effect.

We ask that the Board recognize the significant impact a north crossing and south crossing in close proximity to Spokane Street would have on maritime industrial businesses in the region and include a thorough assessment of those impacts in the scoping process to allow for a true reckoning of costs – including short and long-term mitigation.

For these reasons, we ask that the Board choose an alignment with a crossing well south of Spokane Street as the preferred alternative for the EIS, and ensure that such an alignment is included in the environmental review.

This is why I support the Pigeon Ridge West Seattle tunnel route. I believe it has the least effect on the economic engine that is the Port of Seattle and the many businesses that would be affected along Spokane Street. This route would also give you more room for future expansion without affecting the port.

Placing the light rail along the Spokane Street, whether it emendate north or emendate south of Spokane Street would have a long lasting impact on the port.

While I understand the cost is one factor that is always looked at in projects of this magnitude, that does not always take into account the long-term effects and costs. I truly believe that any added obstructions along the Spokane Street / West Seattle Bridge would be short-sighted. The construction of this project for the 5-year period would greatly affect the through-put of the trucks for both T-18 and T-5, and the infrastructure for all service providers in the area would be impacted.

I have not seen an estimated life expectancy for this light rail project, but I would suspect that when the route is chosen and built it will be there until the mountain takes it out. 100-150 years depending on the quality controls that is put in place now to ensure its long use.

Subways in use around the world year built:

Moscow	**opening date**	**1935**	**84 years old**
Tokyo	**opening date**	**1927**	**92 years old**
Buenos Aires	**opening date**	**1913**	**106 years old**
New York City	**opening date**	**1904**	**115 years old**
Paris	**opening date**	**1900**	**119 years old**
Glasgow	**opening date**	**1896**	**123 years old**
London	**opening date**	**1893**	**156 years old**

As you look over these dates above in some of the greatest cities on the planet, you know that those Transit projects have not stayed static since the day they cut the ribbon. They have been in an ever- expanding process of improvement. If we can learn from that and allow for change and growth long- term for the future users of this light rail, this will provide us with flexibility to deal with growth and modernization for decades to come.

Let's say our ability to build projects like this has improved over the last 150 years. If so we should be able to expect this project will achieve at least 150 years of service, and the cost over that time period to have it away for the port and not affecting the port long term would be well worth the investment. This would also allow for more flexibility in the expansion in the decades to come that may not even be on the radar at this time.

I have an example of what I would call one of the greatest failures of forethought in our area and also one of the greatest achievements at the same time.

The Washington State Convention Center is one of the best complexes on the west coast, providing a great venue for many events as well as many jobs, and it brings in revenue for the City in a big way. Since its first event took place in 1988 it has been a huge economic success--a major factor in the growth of downtown with many hotels, countless restaurants, and jobs.

But I have to ask the question: is there anyone involved with this light rail project that does not recognize what the impact of that facility has had on transportation since its completion? I hate to be someone who looks back and says we could have done something differently, but I am not sure how I-5 was over-looked. What would it have taken to marry that economic juggernaut and provide a formula for the growth of I-5?

You go from 6 north bound lanes to 2 and this is the same for south bound 6 down to 2 lanes.

In my opinion, short-term goals were all that were being considered. We need to learn from that and not make that same mistake with this project.

Please take your time and let's make the best long term decision that will provide for the long term growth of the Port of Seattle.

Thank you for your consideration of my letter.

Al Muehlenbruch
Business Unit Manager
PCC Logistics
3629 Duwamish Ave S.
Seattle WA, 98134
Tel: 206-805-0220
Fax: 206-805-1484
Cell: 253-606-7037
Email: al@pcc.cc
Website: www.pcclogistics.com

PACIFIC INVESTMENT CO.

2201 SIXTH AVE. S. • SEATTLE, WA 98134 • (206) 622-6288 • FAX (206) 622-6282
stack@nwlink.com

March 28, 2019

West Seattle and Ballard Link Extensions
C/o Lauren Swift @ Sound Transit
401 S. Jackson St.
Seattle WA. 98104

Dear Ms. Swift:

Please accept these comments regarding the EIS Scoping request related to SODO Station and the new rail lines coming in from West Seattle.

I represent the Stack family, owners in control of 7.6 acres of mixed use properties adjacent to SODO Station. These comments represent not only our family's interest but a coalition of neighbors and tenants, signed below, who would be equally impacted by Sound Transit's proposed design. We wish to enhance your perspective of how our neighborhood works and the vision shared by long term owners/operators/tenants that rely on fluent access in and out of SODO. There are serious adverse impacts expected from the current proposed design. We seek substantial improvements that will pay off in significant long term function for neighboring businesses, create a safer, more desirable transportation hub, and enhance light rail ridership.

Please note - no one endorsing this letter approves of the proposed truck/ car/ pedestrian overpasses on Lander and Holgate Streets.

Gensler Architects was commissioned to do a thoughtful study of Sodo Station.....the results of which have been submitted to Sound Transit staff but also enclosed with this letter. That design work promoting an all-elevated SODO station is the basis for our comments below.

- Request elevating both sets of tracks from Forest St. to north of Holgate to enhance free flow of vehicle traffic at ground level serving the majority of travelers and pedestrians. This allows better grade level activation for current businesses and future economic development around the station which in turn will promote ridership. This allows far greater access to businesses fronting both sides of Lander and Holgate Streets.
- Elevated tracks will allow the Station to be conveniently closer to Lander Street and create quicker connections to Metro station on the E-3. A traditional street scene at grade will allow user-friendly Uber/Lyft/taxi/loading zone connectivity. Preservation of the E-3 Busway is possible which keeps busses on a dedicated roadbed .....a positive for METRO and equates to a huge traffic reliever. Bike Path can be preserved as well.
- Since light rail is a destination type of use, an elevated platform can be attractively signed and accessed from Lander, whereas cars cannot drop off riders from an overpass. With current design, we have unknown provision for grade access. Station access not fluent and safety concerns arise with Pedestrians at 4th or 6th Avenues South not wanting to hike an overpass then descend via steps to grade when they can jaywalk or shortcut over tracks. Safety greatly diminished with Agency's design.

- Overpass construction will severely impede commerce for a 1.5-2 year building period. Street parking to serve businesses and access mass transit options will be curtailed. Post Office parking garage will be cut off from Lander. Passenger drop off and pedestrian access to Sodo Station during overpass construction diminished, thus reducing ridership. Post construction of overpass, there appears no way to access Station driving E-bound on Lander. Massive concrete structures will create shadowy imposing barriers, feeling of an unsafe neighborhood, offer graffiti tagging targets and sheltered areas for the transient population, thus diminished security. Vehicle access to drop off area will be reduced unless large takings of private property occur. Pedestrian access from Station area to overpass requires hike up stairs /escalator, then down the ramp,..... so again, many will tempt fate and shortcut over ground level tracks to access surrounding streets and busses now displaced to 4th Ave. S. Visual blockage from overpass creates unfriendly, trapped feeling by pedestrians.....please note, Alaskan Way viaduct is coming down now to create a pedestrian-friendly ambiance.
- Future TOD will be more effective if clear at-grade vehicle access is available to serve the Station, inter-modal connections, shops and restaurants. A pedestrian-friendly ground floor will appeal to all neighbors and not just transit users headed up to elevated platforms. Again, the intent should be to build a destination service that people will frequent for multiple reasons and no matter the location up or down.
- Construction can be phased to maintain existing service. See Gensler plan. East-West travel/commerce on Lander and Holgate suffer far less interruption with elevated track construction, not-to-mention permanent unfettered access at grade once overhead tracks completed. Additionally, the USPS parking garage access is preserved.
- Sound Transit's original Representative Plan called for elevated tracks from West Seattle so some form of elevated railway was budgeted and vetted. Eliminating construction of 2 costly overpass projects would contribute untold efficiencies to SODO businesses and preserve E-W travel for private, Postal Service, and emergency response vehicles. Lander and Holgate E-W corridors should not be lost even for the period of construction.

Elevated tracks at SODO Station can be built. The above articulations, with reference to the Gensler plan, will help create a friendlier, aesthetic neighborhood street scene around this transit hub asset, especially with future City sanctioned TOD. All parties..... S-T, Metro, cyclists, manufacturers, local service and distribution businesses can gain efficiencies by building light rail the right way. Cutting corners in SODO, just because there are few residential voices here is not in the best long term interest of the city and its taxpayers.

Your thoughtful consideration of the above siting and design issues is greatly appreciated. The future of our neighborhood, the tax base created, the prospects for greater employment, investing toward a fluent working neighborhood..... will all lead to enhanced ridership at a successful SODO Station.

Neighbors in concurrence have acknowledged on attached pages.

Very truly yours,

Robert H. Stack

Robert Stack

ATTCH.
ENCL.

ATTACHMENT TO EIS SCOPING COMMENTS BY ROBERT STACK LETTER DATED MARCH 27, 2019

The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner ✓ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business LANDER STREET PARTNERS Landlord or Business _____

Property Address 505/545/555 SOUTH LANDER Property Address _____

Signature _____ Signature _____

Printed 3-28-19 Title OWNER Printed _____ Title _____

(BOB GILLESPIE)

Check: Owner ✓ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business AMERICAN CUTLERY Landlord or Business _____

Property Address 270 S. HANFORD ST Property Address _____

Signature _____ Signature _____

Printed GREG STARKEY Title PRESIDENT Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner ✓ Tenant ___

Landlord or Business Sixth & Stacy, LLC

Property Address 2401 6th Ave S.

Signature [signature]

Printed Scott Soules Title Member

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ✓ Tenant ___

Landlord or Business Eighth & Stacy, LLC

Property Address 737 S Stacy St.

Signature [signature]

Printed Scott Soules Title Member

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ✓ Tenant ___

Landlord or Business Eighth & Stacy, LLC

Property Address 2401 8th Ave S.

Signature [signature]

Printed Scott Soules Title Member

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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Check: Owner ✓ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business LANDER STREET PARTNERS Landlord or Business _____

Property Address 505/545/555 SOUTH LANDER Property Address _____

Signature _____ Signature _____

Printed 3-28-19 Title OWNER Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner A Tenant ___
Landlord or Business _____
Property Address 19506 6th Ave S
Signature [signature]
Printed BREDVIK Title Mgr
(JOHN BREDVIK)

Check: Owner A Tenant ___
Landlord or Business _____
Property Address 4400 4th Ave
Signature [signature]
Printed BREDVIK Title Mgr

Check: Owner ✓ Tenant ___
Landlord or Business INDUSTRIAL/WA
Property Address 650 INDUSTRIAL/WA
Signature [signature]
Printed BREDVIK Title Mgr

Check: Owner ___ Tenant ___
Landlord or Business Hercules Freight
Property Address 2201 6th Av. So.
Signature G Haveman
Printed Haveman Title T.M.
Terminal Mgr.

Check: Owner ✓ Tenant ___
Landlord or Business _____
Property Address 001 S. ALASKA
Signature [signature]
Printed BREDVIK Title Mgr

Check: Owner ___ Tenant ✓
Landlord or Business Food Services of America
Property Address 2201 6th AVE. S.
Signature [signature]
Printed Greg Gearhart Title Manager

Check: Owner ___ Tenant ✓
Landlord or Business Western Safety Products
Property Address 505 S Lander
Signature [signature]
Printed Neil Radhoshaw Title President

Check: Owner ✓ Tenant ___
Landlord or Business Ben's Cleaner
Property Address 2221 4th ave So.
Signature Gordon Meyer
Printed Gordonmeyer Title Pres

ATTACHMENT TO EIS SCOPING COMMENTS BY ROBERT STACK LETTER DATED MARCH 27, 2019

The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner ✓ Tenant ___

Landlord or Business Alco Investment Company

Property Address 3300 and 3400 6th Ave. South

Signature Douglas C. Rosen

Printed Douglas C. Rosen Title President

Check: Owner ✓ Tenant ___

Landlord or Business Rosen Investment Company

Property Address 3223, 3301, 3317, 3405, 3200 6th Ave. South

Signature Douglas C. Rosen

Printed Douglas C. Rosen Title Managing Member

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant ___

Landlord or Business So. Forest, LLC

Property Address 2900 4th Ave. S

Signature [signature]

Printed William Oseman Title Owner

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner X Tenant ___

Landlord or Business OFLP, LLC

Property Address 2930 1st Ave. S.

Signature [signature]

Printed William Oseman Title Owner

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner X Tenant ___

Landlord or Business Dakota St. Assoc. LLC

Property Address 4400 1st Ave. So.

Signature [signature]

Printed William Oseman Title Manager

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner ✓ Tenant ___

Landlord or Business Edel Investment Company

Property Address _____

Signature _____

Printed Daniel D. Edel Title Pres.

Owner of six buildings in SODO with 10 tenants.

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

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Signature _____

Printed _____ Title _____

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Check: Owner ✓ Tenant ___

Landlord or Business Starbucks Center

Property Address 2401 Utah Ave S

Signature Peter A. Nitze

Printed Peter A. Nitze Title Member

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

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Check: Owner___ Tenant ___

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Signature _____

Printed _____ Title _____

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Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant ___

Landlord or Business Terreno Realty Corp.

Property Address 2200 6th Ave South

Signature [signature]

Printed Matthew Bean Title SVP

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant ___ Check: Owner___ Tenant ___

Landlord or Business Commercial Filter Sales Landlord or Business _____

Property Address 2715 6th AVE S. Property Address _____

Signature _____ Signature _____

Printed Jesse Sheppard Title _____ Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

Check: Owner___ Tenant ___ Check: Owner___ Tenant ___

Landlord or Business _____ Landlord or Business _____

Property Address _____ Property Address _____

Signature _____ Signature _____

Printed _____ Title _____ Printed _____ Title _____

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The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant ___

Landlord or Business COMMERCIAL FILTER

Property Address 2715 6TH AVE SO

Signature _____

Printed JAMES SHEPARD Title PRESIDENT

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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Property Address _____

Signature _____

Printed _____ Title _____

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Check: Owner___ Tenant ___

Landlord or Business KIDDER MATHEWS

Property Address MULTIPLE- MANAGED ASSETS

Signature _____

Printed James C Lovsted Title Sr. VP MANAGER OF OWNERS

Check: Owner___ Tenant ___ Manager X

Landlord or Business Kidder Mathews

Property Address Several SODO properties

Signature _____

Printed Andrew Hicks. Title V.P.

Check: Owner___ Tenant ___

Landlord or Business Platt Electric

Property Address 2757 6th Ave S

Signature _____

Printed D. Schwartz Title Manager

Check: Owner___ Tenant X

Landlord or Business MacMillan-Piper, Inc

Property Address 1762 6th Ave S

Signature _____

Printed Suzanne Tilley Title Compliance + Assets Manager

Check: Owner X Tenant ___

Landlord or Business HANAUER Properties

Property Address 1964 4TH AVE. S.

Signature _____

Printed JEFFREY LONG Title MGR.

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

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Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

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Check: Owner ✓ Tenant ✓

Landlord or Business Equity Wine Merchants / American Life Fin

Property Address 2700 4th Ave S.

Signature Donald R Ayres

Printed Donald R. Ayres Title Sr VP Property Mgmt

Check: Owner ✓ Tenant ✓

Landlord or Business Emerald City Trapeze Arts / American Life Fin Svc

Property Address 2702 4th Ave S. LP

Signature Donald R Ayres

Printed Donald R Ayres Title Sr. VP Prop Mgmt

Check: Owner ___ Tenant ___

Landlord or Business FAM Parking / American Life

Property Address 2724 4th Ave S. LP

Signature Donald R Ayres

Printed Donald R. Ayres Title Sr VP Property Mgmt

Check: Owner ✓ Tenant ___

Landlord or Business 624 S. Lander Industrial Properties

Property Address 624 S. Lander

Signature Donald R Ayres

Printed Donald R. Ayres Title Sr VP Prop. Mgmt

Check: Owner ✓ Tenant ✓

Landlord or Business Budget Rental Trucks

Property Address 2730 4th Ave S.

Signature Donald R Ayres

Printed Donald R Ayres Title Sr VP Property Mgmt

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

Check: Owner ___ Tenant ___

Landlord or Business _____

Property Address _____

Signature _____

Printed _____ Title _____

SODO GATEWAY

CATALYZING FUTURE DEVELOPMENT WITH A TOD

MAR 6, 2019

STACK | Gensler

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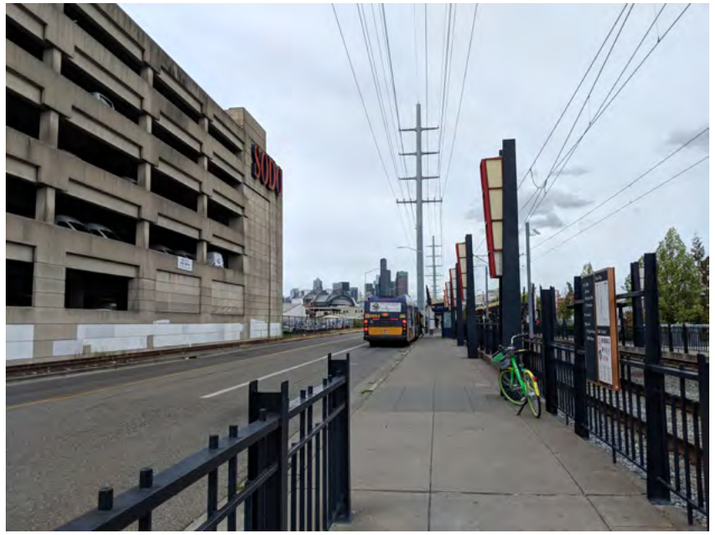
1. SODO Opportunities and Constraints
2. Project Vision
3. Station Configuration
4. New Zoning...

1 | SODO **Today**



STACK | Gensler

1 | SODO **Tomorrow**

▼ Safe environment for walking + biking

▼ Modern industry feeling

2110 Bay Street, Los Angeles

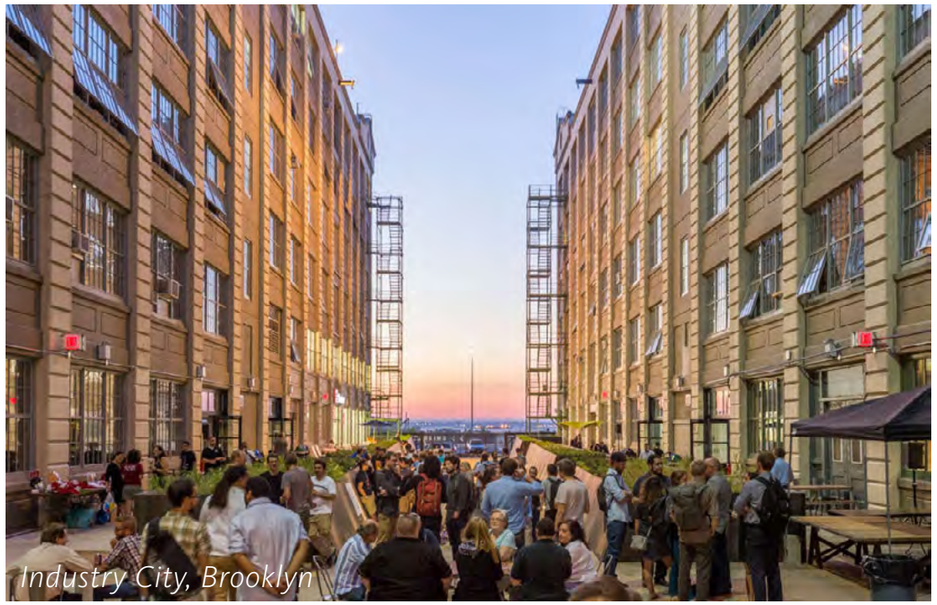
▼ Mixed commercial uses that complement existing businesses

SODO, Seattle

Pearl District, Portland

▲ Higher density for a true TOD

Benefits the wider community ▶


Industry City, Brooklyn

University Village, Seattle

▲ Vibrant and attractive as a destination

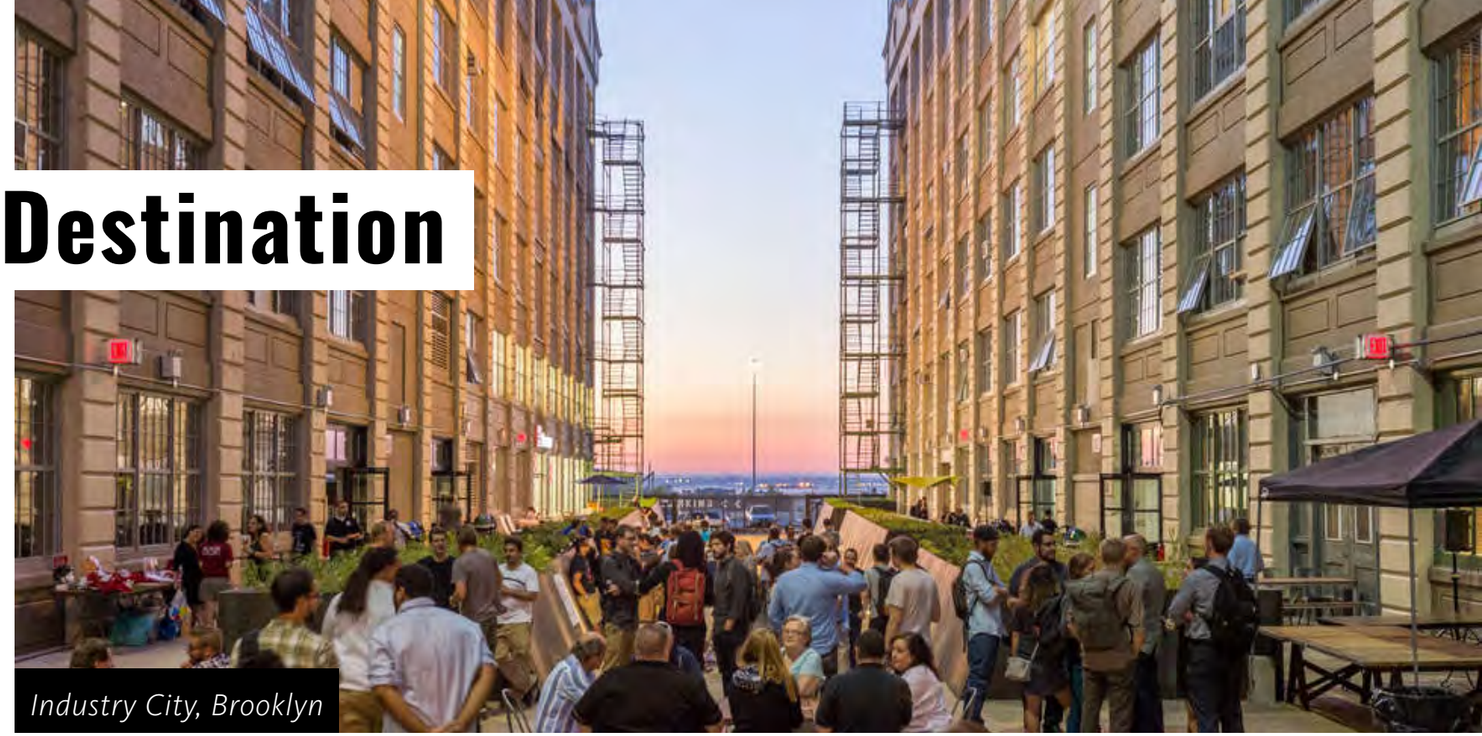
STACK | Gensler

1 | SODO
Opportunity for a True TOD

- **10-min away from downtown**
- **New Transfer Hub** (Elevated / Surface under study)
- Potential for **Increased Height / Density** to serve the area

2 | Project Vision
Transformation into a Destination

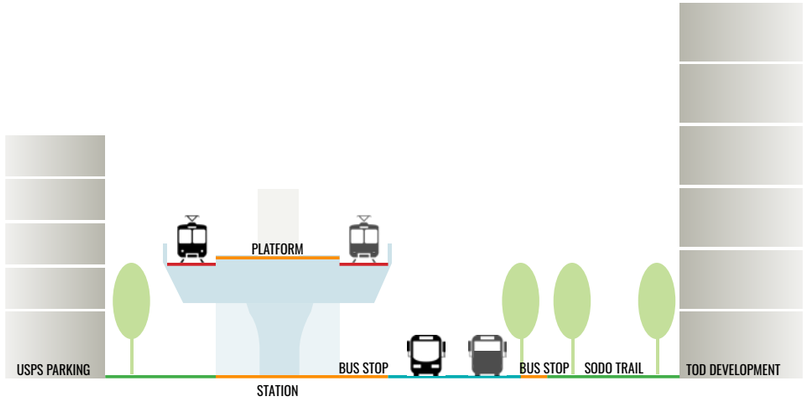
Create a vibrant Transit-Oriented Development (TOD) with mixed commercial uses that support regional transit plans, encourage station area activities in a safe environment, promote job growth of the city, and provide benefits to the wider community.



Industry City, Brooklyn

2110 Bay Street, Los Angeles

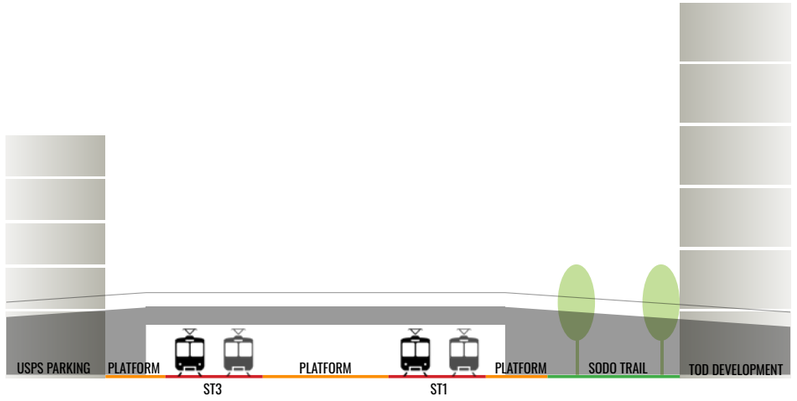
3 | Station Configuration
Options Evaluation



Option 1

Original ST Representative Plan

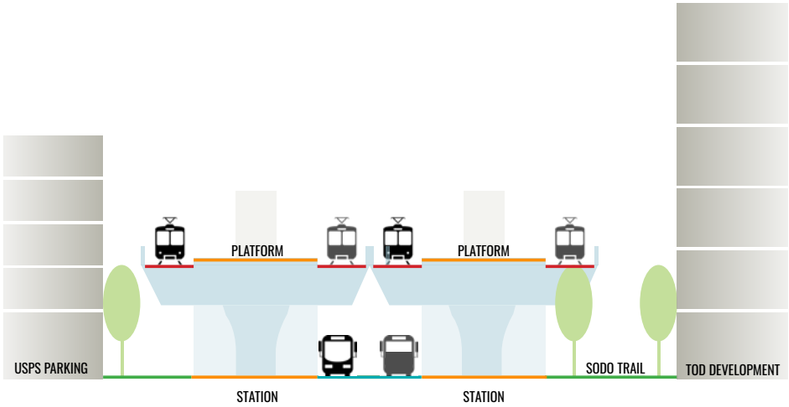
Conflict not resolved
Potentially re-route to 6th Ave S, buses share street with cars
Potential for activation
No change
No change



Option 2

Current ST Alternatives

No conflict: S Lander St Overpass
Potentially re-route to 6th Ave S, buses share street with cars
No more frontage on S Lander St
Close or re-grade to connect
Through stairs / elevators



Option 3

Full Metro / ST Intermodal Plan

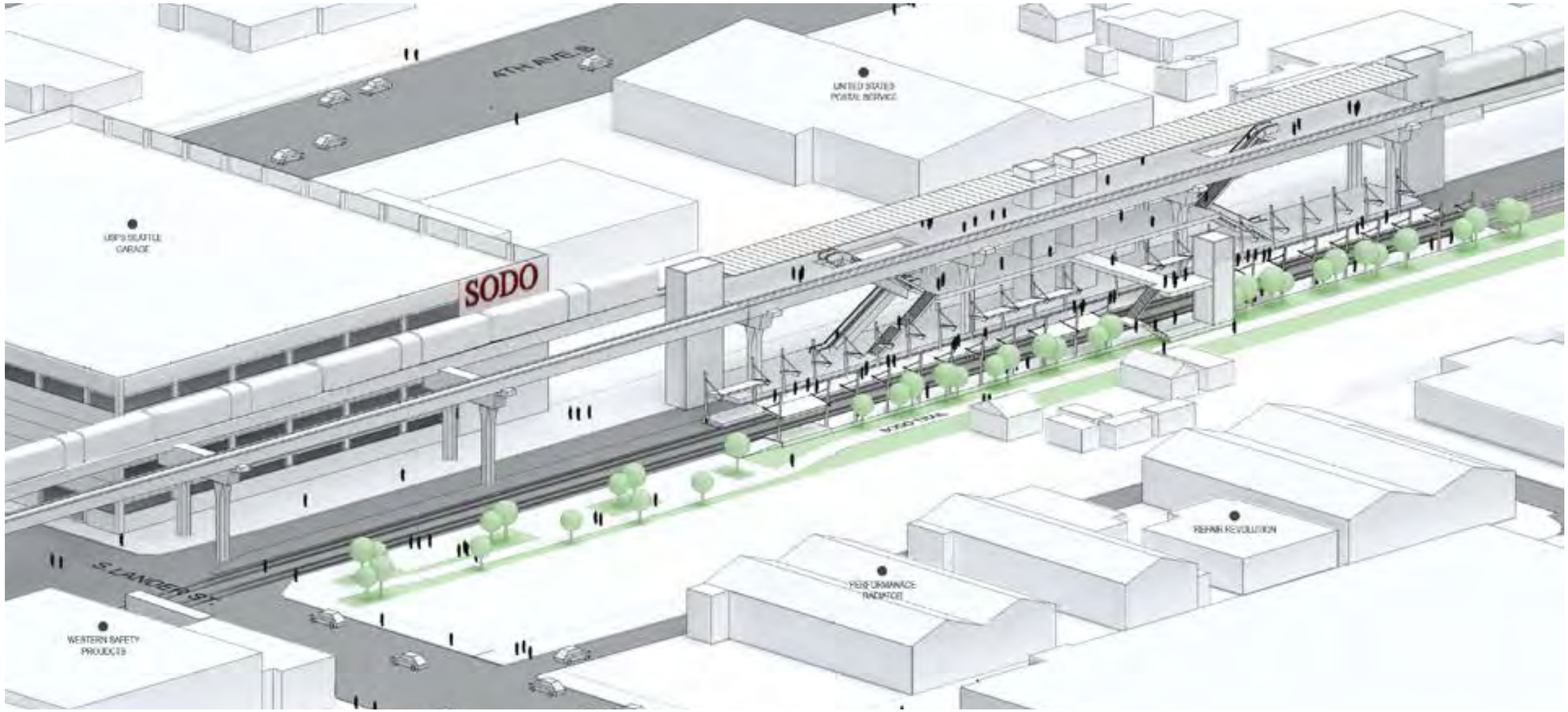
No conflict: Tracks elevated
No change
Potential for activation
No change
No change

Desirable Undesirable

STACK | Gensler

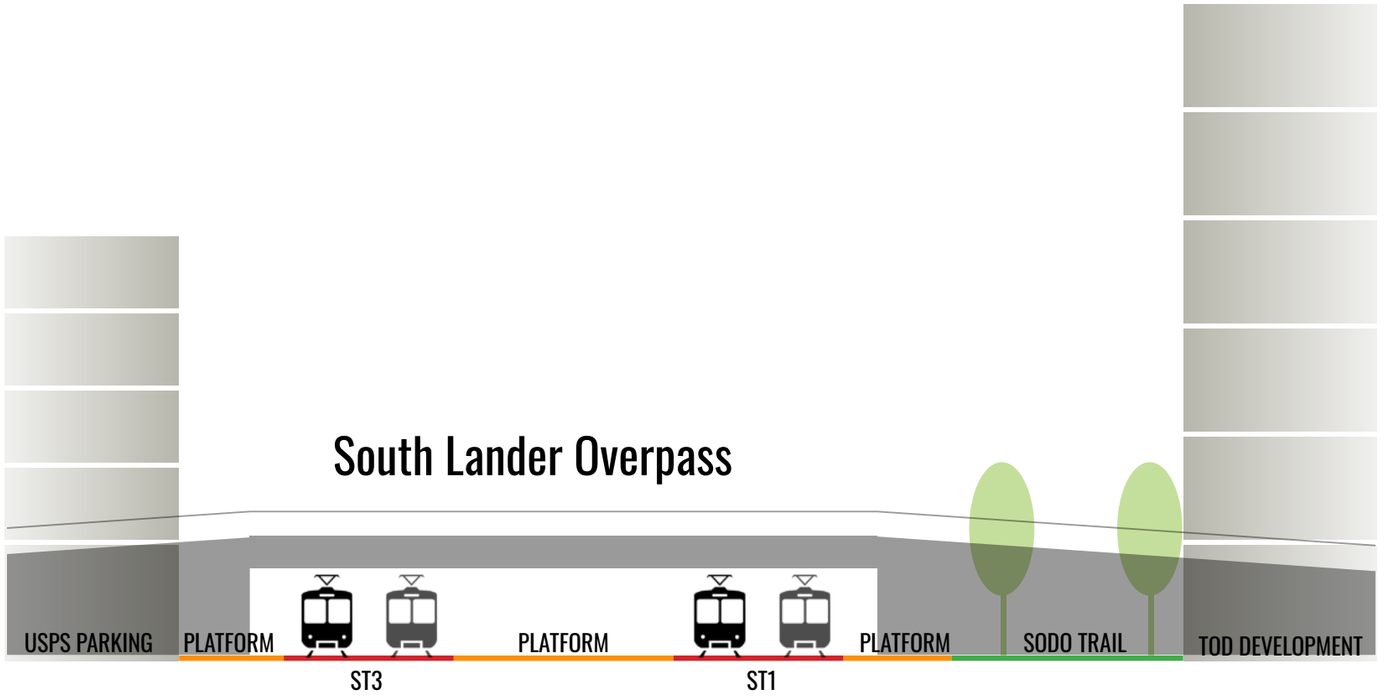
3 | Station Configuration

Current ST3 Representative Project / Intersection

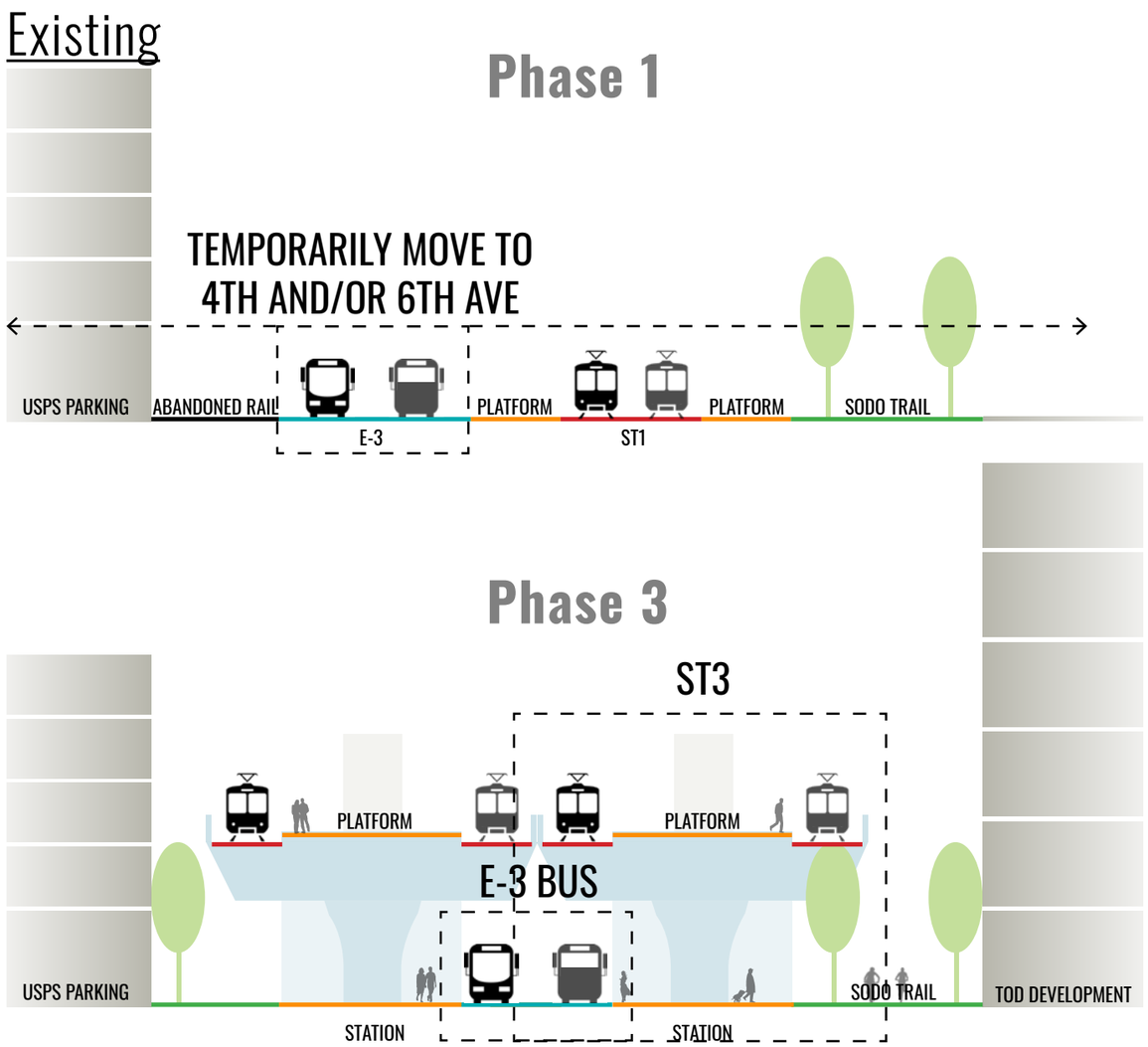


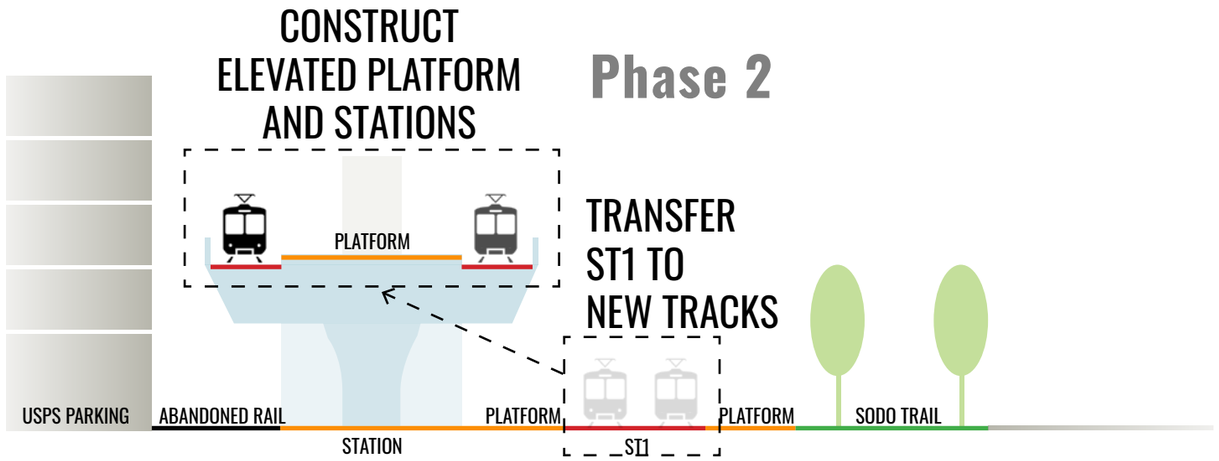
3 | Station Configuration
ST3 Alternative Project

- Moves E3 to surface streets
- Removes SODO trail bike path
- Restricts ground floor activation
- Difficult intermodal connections
- Overpass is a barrier chopping up neighborhood



3 | Station Configuration
Proposed Alignment - No Disruption in Link Service





4 | New Zoning...
Higher Density Through Station Area Overlay

Convenience Retail
Manufacturing
Office @ 3.0 FAR
Office @ 5-8.0 FAR

Bike / Pedestrian Connections

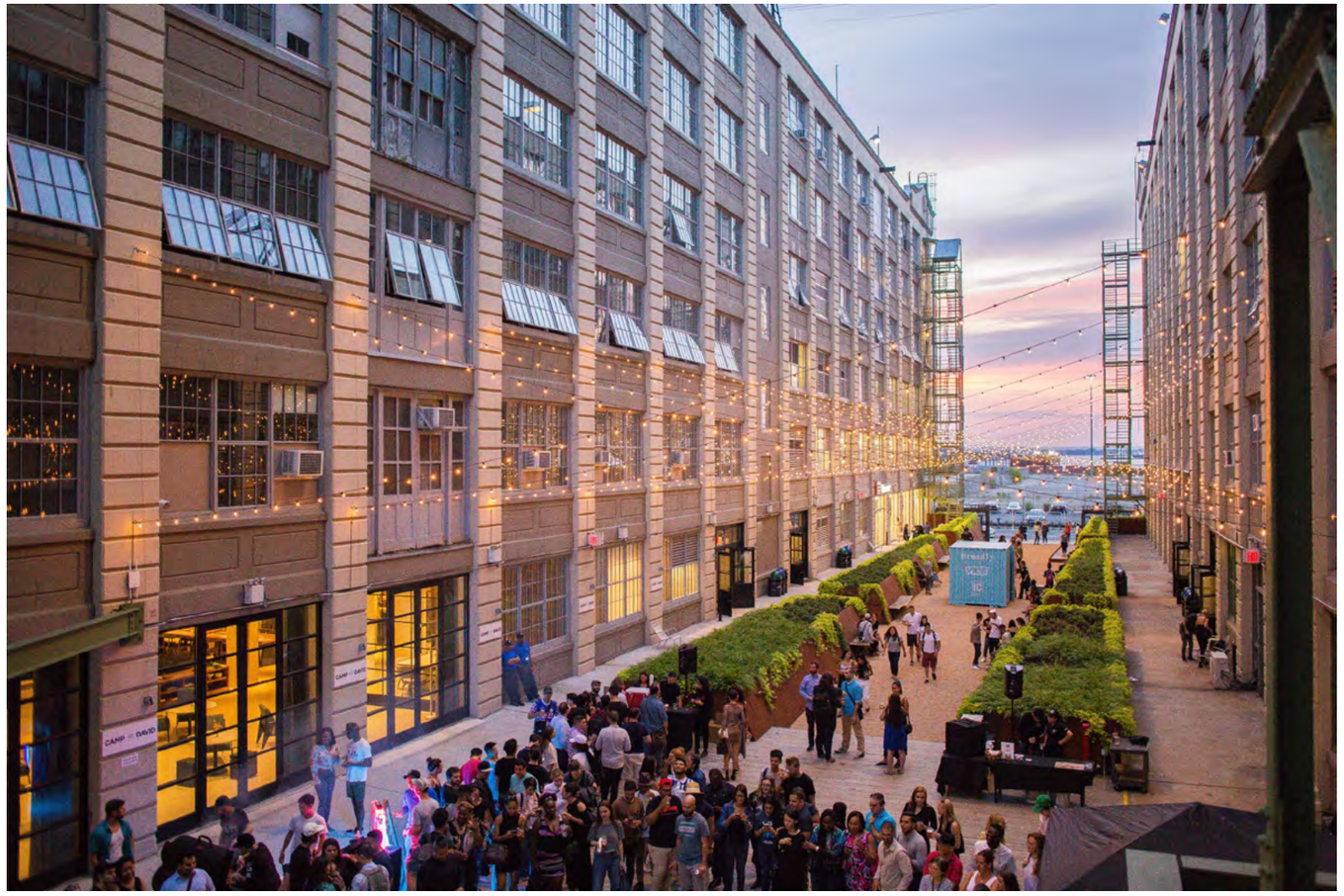
Vibrant and Attractive as a Destination

Ground Floor Activation - Convenience Retail

Higher Density for a True TOD

STACK | Gensler

4 | New Zoning...
Creates Higher Density to Bring Vitality and Safety



Industry City, Brooklyn

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

March 27, 2019

Elected Leadership Group
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Members of the Sound Transit Elected Leadership Group,

Re: West Seattle Sound Transit 3 Alignment

Thank you for the opportunity to offer comment on the scope of review that will be conducted as part of the EIS process for the West Seattle -Ballard Link Light Rail Extension. The Pacific Merchant Shipping Association (PMSA) represents marine terminal operators and vessel lines that serve the West Coast. The proposed alignments for study to West Seattle will likely impact our member companies' ability to operate at 2 of the Port of Seattle's container terminals. Mitigation of impacts will therefore be an important aspect of both scope of study and the eventual decision on the best alternative.

Impacts to container cargo and other maritime operations on the Duwamish have long-lasting economic and quality of life implications. Competition for this cargo remains fierce, and shippers see even the possibility of short- and long-term disruption as reason to utilize other gateways. These disruptions impact our member companies' ability to both maintain and grow our businesses and to provide the family-wage jobs our region depends on.

For the West Seattle portion of the alignment, our concern is the location of the crossing of the Duwamish and Harbor Island area and all waterside and landside impacts to ships, barges, tugs, trucks, rail and all on dock operations both during and post construction. PMSA asks that the Board recognize the significant potential impacts of the alternatives discussed thus far on maritime industrial businesses in the region and include a thorough assessment of those impacts in the scoping process to allow for a true reckoning of costs – including short- and long-term mitigation. More specifically, construction in public right of way would limit freight mobility and marine terminal operations for up to five years.

For these reasons, we ask that the Board choose an alignment with the least overall impacts on our operations. Inherent in the EIS is the need to include all mitigation options and costs as well.

We are supportive of transit generally as it is a tool to reduce congestion and increase mobility for both freight and people. Our concern stems from the need to mitigate adverse impacts from light rail alignment and construction. We appreciate your attention to our concerns and are available to respond to specific questions or comments you may have.

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

If you have questions or comment, please contact me in our Seattle office at (206) 441-0182.

Thank you.

Jordan Royer
VP for External Affairs

April 1, 2019

West Seattle and Ballard Link Extensions, c/o Lauren Swift

Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Dear Ms. Swift,

Pacific Terminals operates a warehouse and barge service located on the Duwamish across the street from Port of Seattle Terminal 5 just North of the West Seattle Bridge and Lower Spokane Street bridge.

Our business supports 25-35 maritime industrial jobs.

The total number of containers we handle at the Port of Seattle is very significant and ranges between 10,000 and 20,000 TEU's per year depending on economic flucuations.

Pacific Terminals operates a barge service and at a time when there are considerable concerns about carbon footprint, our barge service has the LOWEST carbon footprint of any mode of transportation. Each barge carries the equivalent of 55-65 truck loads, which reduces the amount of trucks on the Washington highways. Because our barge service needs an accessible waterfront location, we cannot simply move to another location.

The transit services provided now and in the future by Sound Transit are critical to our ability to move goods more effectively and we want to work together with Sound Transit to make sure freight is considered in the planning of the West Seattle Link Extension.

Our concern is the location of the crossing of the Duwamish. A crossing North of the Duwamish would have the following impacts to our business:

- Reduction in the flow of trucks to our facility- especially during the construction phase.
- Adversely impacts our neighbors (Terminal 7B) warehouse to handle our overflow cargos, as supports for the light rail will destroy portions of their warehouse. We rent up to 25,000 sq ft of their facility during peak times, and always maintain a footprint at their facility.
- Yard space is already at a premium in our area and will be further reduced by construction on the North side of the Duwamish.
- The combination of the T5 expansion project and the North Duwamish crossing would reduce the amount of access to our facility, due to street and rail crossing closures. The reduction in access would significantly affect the volume of trucks/containers/railcars/barges we could handle.
- Rail service to our facility is very important to our survival and could be negatively impacted during construction and operation of the North Duwamish crossing.
- Pacific Terminals provides service to a vast hinterland, including industries on the Olympic Peninsula, Vancouver Island, Oregon, and Eastern and Southwestern Washington.

We ask the Board to recognize the significant impact a North crossing would have on maritime industrial businesses in the region and include an in-depth assessment of those impacts in the scoping process to allow for an accurate evaluation of costs – including short term and long term mitigation.

We urge the Board to choose an alignment with a Southern Duwamish crossing as the preferred alternative for the EIS or at a minimum ensure that such an alignment is included in one of the options included in the environmental review.

Sincerely,

Pat Cohn

President Pacific Terminals

pcohn@pacificterminals.com

Cell: 206-612-1455

CC: Nicole Tucker, VP Pacific Terminals

Communication ID: 349298

From: Ray-Mont Logistics America

Scoping Comment:

Hello

I am the General Manager for Ray-Mont Logistics America and we handle freight on about 1000 containers per month. We have many customers that are located, or source their product from Eastern Washington. I support the Seattle Public Transit and agree that cars need to be taken of the road, but I also am very concerned that the project will have a negative impact on the freight mobility from Eastern Washington to the NWSA ports, specifically Harbour Island port locations. IF the construction were to go on for long periods of time our customers WILL find other gateway's to move their products and my fear is they will continue to operate in the manner after construction is finished. Ray-Mont supports the Port's and NWSA's request for inclusion of an option that would cross Harbor Island on the south tip of Harbor Island. I feel this would have less impact on the traffic moving in and around the port.

I urge Sound Transit to continue its analysis of these potential impacts in search of engineering or other solutions that will not reduce the availability of the truck community to access the ports.

Kind regards,

Teri Zimmerman-Reynolds

From: Mark Stiefel <mark@Seattlelm.com>
Sent: Tuesday, April 2, 2019 4:58 PM
To: WSB Scoping Comments
Subject: West Seattle Light Rail - Scoping Comments

Sound Transit
To whom it may concern:

Duwamish Properties, LLC owns and leases property on Harbor Island, Terminal 23, to Harley Marine Services, Inc. Seattle Life Management, LLC manages property for Duwamish Properties.
Thank you for the opportunity to offer comment on the scope of review that will be conducted as part of the EIS process for the West Seattle - Ballard Link Light Rail Extension. Our site is critical to the maritime industry as Harley Marine Services, Inc. provides vital maritime transportation services, headquartered on Harbor Island along the Duwamish Waterway, just north of Spokane Street. At this location the company employs over 200 mariners and support personnel.
Impacts to container cargo and other maritime operations on the Duwamish Waterway have long-lasting economic and quality of life implications. Competition for this cargo remains fierce, and shippers see even the possibility of short- and long-term disruption as reason to utilize other gateways. These disruptions impact our tenant to both maintain and grow their business and to provide the family-wage jobs our region depends on.
The transit services provided now and in the future by Sound Transit are critical to our ability to move goods more efficiently – efficient freight movement depends on an efficient transportation system, and we want to partner with you as you move forward.
As you firm up your plans to extend light rail to West Seattle, please consider:

1. The impact of the project on employees entering their facilities on Harbor Island

2. The impact of the project on the maritime traffic along the Duwamish Waterway.

Thank you for your consideration and please let me know if I can be of any assistance.
Best Regards,

Mark Stiefel
President
Seattle Life Management, LLC
"A Helping Hand for Family Office, Seniors and Busy People"

206-979-8469
mark@seattlelm.com

Communication ID: 351535

From: Seattle Metropolitan Chamber of Commerce

Scoping Comment:

To Whom It May Concern:

Please accept these comments regarding the West Seattle and Ballard Link Extensions project and the topics that will be studied in the Environmental Impact Statement. The well-planned, efficient implementation of Sound Transit 3 projects is a priority for the Seattle Metropolitan Chamber of Commerce. Since the extension will have significant impacts on businesses—both during and after construction—we urge you to regularly engage with the local business community to promote the design of thoughtful, transit-oriented development. In pursuit of that effort, we urge you to engage the BIAs in impacted neighborhoods, specifically the SODO BIA, the Ballard Alliance, and the West Seattle Junction.

The Seattle Metropolitan Chamber of Commerce appreciates the opportunity to comment on the West Seattle and Ballard Link Extensions. We look forward to continuing to engage in this process.

Thank you,

Dominick Martin

Vice President of External Relations

http://www.seattlechamber.com/

dominickm@seattlechamber.com | d: 206-389-6396 | c: 206-920-0436

206-294-3285
www.sodoseattle.org

SODO
Business Improvement Area
Advocating for a Safe, Clean & Moving SODO

270 S Hanford St, Suite112
Seattle, WA 98134

April 2, 2019

West Seattle and Ballard Link Extensions
c/o Lauren Swift, Sound Transit
401 S Jackson St.
Seattle, WA 98104

Dear Ms. Swift:

The SODO Business Improvement Area (BIA) was formed in 2013 to enhance the district's safety, cleanliness, mobility and to provide a voice for the more than 1200 businesses and 47,000 employees working in this area. SODO is a district in transition, with a new generation of manufacturing, logistics, commercial and retail businesses emerging. SODO businesses rely on effective and reliable surface street operations for all travel modes, including trucks and buses. The SODO BIA supports a light rail station with an alignment which delivers light rail service with the least impact on businesses, freight, and overall mobility within SODO.

Study Impact to freight and mobility of closing E3 Busway SODO is home to the Ryerson/Atlantic/Central Bases for King County Metro operations which deliver huge bus service both within Seattle and supporting the region. The current and continued use of the E-3 Busway for bus movements through SODO is a critical element of the overall mobility for freight and people in SODO. While the E-3 Busway appears to be an attractive public resource available to Sound Transit for trackway expansion, it is also the vital link for regional bus service delivery through SODO. Any compromise to that facility for bus service would relocate buses to the surface streets in SODO and compromise surface street operations for truck freight movements and overall mobility in SODO.

Use of the E-3 Busway for this light rail extension must be identified as an impact to the SODO district businesses and to King County Metro operations – for which mitigation must be identified and provided. Any alternative which would displace buses from the E-3 Busway would have significant impacts on SODO surface street operations and circulation for both trucks and buses – which are both critical to SODO business and neighborhood vitality. The environmental analysis must fully explore the alternatives to using the E3 Busway and fully reflect these potential impacts to freight movement and people movement via local buses.

Increase mobility within SODO SODO relies on effectively getting employees to and from work and accessibility to light rail is key for business growth in SODO. How will the project alternatives provide safe, effective and reliable access to light rail from all quadrants of SODO?

Link light rail must be accessible by all who work in SODO – accessible by foot, by bike, by transit connection and by other delivery means. Link stations must be accessible, safe and reliable throughout the service day – for all travelers. Station design needs to provide shelter for all time periods, and all weather conditions. Existing station amenities are minimal and insufficient for the anticipated demand. Future stations must provide for bicycle parking, local transit connections, pick up and drop off functions to ensure that all travel modes can access light rail at each station.

Pedestrian safety is paramount for access to and from the proposed light rail stations. This needs to be considered for the SODO and the Stadium stations – where high volumes of riders will access the station. A full analysis of access needs

will consider the full route from the light rail station to the stadium facilities and to 1st Ave South on the west and to Airport Way on the east, at a minimum, in order to identify and mitigate pedestrian impacts.

What facilities will be in place at SODO and Stadium stations for pick up and drop off activities? What facilities will accommodate local transit and circulation routing? How will this project provide for local bus layover? Layover and transit connections should not impact adjacent businesses or operation. This will need to be accommodated outside of the public right of way, in order to provide for loading and waiting activities.

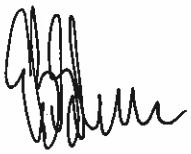
Address "Hide and Ride" Parking Impacts This plan must study on-street parking impacts near the stations. Currently we see significant impact from link riders that use SODO surface parking to access the light rail for other destinations. Parking should remain available for accommodating local businesses' patrons and employees who rely on the existing street and right of way parking and road access near the SODO and Stadium stations.

Study Impacts of North or South Duwamish Crossings on Existing SODO Businesses Light rail alignment impacts must be identified and mitigated for intersections and businesses in SODO affected by column placement. There are currently two choices for crossing the Duwamish and they appear to have significantly different impacts on SODO. A full study on the business displacement and traffic impacts from the two alignment tracks and the accessory bridges to access to the Operations and Maintenance Facility needs to be studied to understand the disparate impacts on SODO

Summary Implementation of Link to West Seattle and through SODO to Downtown and Ballard must consider impacts to SODO travel, circulation, businesses and employees – which includes both light rail alignment impacts to property plus alignment side effects such as the closing of the E3 Busway to buses – and the rerouting of buses to the surface streets. SODO relies on reliable and efficient truck circulation and any impacts on freight will impact businesses and community livelihood

Please ensure that these issues are fully addressed in the environmental review of the proposed light rail extension from West Seattle to Downtown through SODO, and from SODO through Downtown to Ballard. These issues of mobility in all travel modes are critical to SODO businesses and very important to the SODO BIA.

Sincerely,



Erin Goodman

Executive Director, SODO Business Improvement Area

April 2, 2019 VIA: Electronic Mail

Sound Transit
1100 2nd Avenue
Seattle, WA 98101
Email: wsbscopingcomments@soundtransit.org

RE: Sound Transit West Seattle Link Extension – Scoping Period

Dear Sound Transit Board, Stakeholder Advisory Group, and Elected Leadership Group Members:

We write on behalf of Two Junctions, LLC ("Two Junctions"), which owns the Oregonian apartments in the West Seattle Junction at 4315-4319 SW Oregon Street ("Oregonian"). Two Junctions appreciates the opportunity to comment on the West Seattle Link Extension and scoping process. As the owner of the Oregonian, which are located in the heart of Alaska Junction, Two Junctions is pleased that the core of West Seattle will be served by a broader range of transit options.

Two Junctions provides the following West Seattle Link Extension scoping comments. Overall, Two Junctions favors Alternative 3, as described in the February 2019 Alternatives Development Report, because a tunnel through Alaska Junction would best serve the neighborhood's needs. The Report notes at page iii that an elevated track in West Seattle would cause "traffic, transportation infrastructure and freight impacts" if located along high-volume arterials, and significant "acquisitions and displacements" if located outside the right-of-way. The EIS must thoroughly study the: (1) acquisition, displacement; and relocation; (2) land use; (3) economic; (4) social impacts, community facilities and neighborhoods; (5) visual and aesthetics; (6) noise and vibration; (7) geology and soils; (8) environmental justice; and (9) transportation impacts of all alternatives, with special attention focused on the various elevated alternatives. Tunnel options would avoid the unsightly bulk and the barriers to mobility that are inherent in an elevated track, station, and supporting infrastructure. This must be thoroughly evaluated in the EIS. The presence of this infrastructure would also necessarily limit future development capacity in the urban village, hindering its ability to further density goals. Additionally, both the construction and future operations of an elevated system would bring increased noise and emissions to the neighborhood.

Although Two Junctions believes that a tunnel would best serve the neighborhood's needs, it likewise urges Sound Transit to ensure the careful and comprehensive study of the effects of tunnel construction and operations on existing buildings and infrastructure. The Oregonian is located on the southwest side of the intersection of SW Oregon St and 44th Ave SW, which the 44th Ave tunnel option would pass directly under. Two Junctions would be pleased to see a station open nearby and serve the commercial core of the area but cautions that extensive study is needed regarding potential seismic hazards associated with tunnel boring, the effects of grading and clearing, and any other impacts that are likely to result. The EIS must evaluate for the effects of the tunnel on different types of construction – including older buildings like the Oregonian – and identify mitigation as appropriate.

Of the three underground route and Alaska Junction station options, Two Junctions supports the route on 44th Ave SW. Although the 44th Ave location would be closer to the edge of the urban village than the 41st or 42nd Ave alternatives, it would be easily accessible both to the residents of the rapidly densifying developments in the center of the Alaskan Junction and, crucially, to the residents of the less-dense neighborhoods to the west, incentivizing more of the latter group to choose transit over driving. Residents who are the same distance from the center of the urban village but on the eastern side, by contrast, could easily access the Avalon Station, which will be located only a few blocks away. Thus, the 44th Ave location would better distribute transit access throughout the neighborhood, encouraging both additional ridership and additional density.

Again, Two Junctions appreciates the opportunity to provide input on this project. We will look forward to Sound Transit's thorough evaluation of the West Seattle Link Alternatives in the EIS.

Sincerely,

Ian Morrison

Communication ID: 351302

From: Uwajimaya

Scoping Comment:

Dear Ms. Swift,

This letter is submitted on behalf of Uwajimaya, Inc, a family-owned business with decade-long roots in Seattle and specifically, the Chinatown International District. Our flagship store is located at 600 5th Ave S and The Publix, our mixed-use apartment and retail building, is located at 504 5th Ave S. We appreciate the opportunity to submit input on the scope of the environmental impact study for the West Seattle and Ballard Link Extensions.

Additionally, we have signed on and concur with the comments submitted on behalf of the Pioneer Square International District Community Preservation & Development Authority (dba Historic South Downtown). It is our intention to use this letter to call to attention specific comments of importance to Uwajimaya.

Uwajimaya feels it is very important to continue to study multiple alternatives in the EIS, including the 4th Ave alignment and the different construction methods. We believe the information present today is not complete nor comprehensive enough to responsibly narrow the alternatives and understand their potential impact to our neighborhood and community. We understand that a comprehensive study relies on the work and cooperation of other agencies, but that there is adequate time to do it "right."

The project, no matter the option chosen, will have significant impacts to the businesses in the area and not just those that are displaced, but also to those that will continue to operate throughout the construction. Recent projects, such as the 1st Ave street work and the street car construction have demonstrated that businesses will suffer even if there are access and sign mitigation. Visual barriers like construction fences, road and sidewalk closures and construction noise deters customers away from the businesses, continuing for years past when construction is complete. We would like to understand what type of mitigation will be provided to these businesses? Will there be mitigation plans presented and will adjustments be made during the process if the actual outcomes are different?

Lastly, we encourage Sound Transit to plan for the next hundred years and not compromise the long term benefits for short term victories. We have called Chinatown International District our home for over 70 years and want it to thrive and continue for the future generations to come.

Sincerely,

Denise Moriguchi	Ken Louie	Miye Moriguchi
President & CEO	VP of Real Estate	Development Manager
Uwajimaya, Inc	Uwajimaya, Inc	Uwajimaya, Inc

Communication ID: 349370

From: Washington State Potato Commission

Scoping Comment:

We support public transit as it provides safe, reliable transportation for Washingtonians. We do have concerns about the location of the light rail crossing of the Duwamish River, particularly north of the Spokane St Bridge on Harbor Island. This crossing has the potential to negatively impact access to Northwest Seaport Alliance (NWSA) facilities. We support the NWSA's request for inclusion of an option that would cross Harbor Island on the south tip of the Island. We need safe and efficient access for trucks from Eastern WA to the Port of Seattle. Roughly 70% of our 10-billio-pound harvested crop is exported as frozen french fries, dehydrated potatoes, or fresh potatoes to be consumed as snack food (potato chips) or table stock. Fluid transportation to the port is vital to our family farms. Construction projects like this can negatively impact the ability of farms and ag shippers to access the port and reach their key export markets. We urge Sound Transit to continue its analysis of these potential impacts in search of engineering or other solutions that avoid, eliminate or reduce them, including alternative routing that minimizes any impact to access by trucks.

The Washington State Potato Commission

West Seattle Chamber of Commerce

Sound Transit Stakeholders Advisory Group

Sound Transit Elected Leaders Group

Sound Transit Board

The West Seattle Chamber of Commerce (WSCC) is committed to promoting sustainable economic growth of a diverse, viable business community. One of the biggest challenges to achieving this goal is our present transportation infrastructure. To support the future viability of the business community on the West Seattle peninsula, the WSCC has 3 main objectives by which any light rail proposal should be assessed:

1. Does the solution improve the quality of life for residents (i.e. customers and business owners) who live and work in and around the proposed alignments and station locations?
2. Does the solution improve the movement of people and commerce?
3. Does the solution minimize the disruption to economic activity during and after construction as well as provide suitable mitigation measures?

The WSCC continues to have grave concerns about the present alignments that appear to moving forward for further study in the upcoming Environmental Impact Statement (EIS) process. The WSCC would like to put forward the following concerns and comments from our business community here in West Seattle:

- Given the increased density in our West Seattle neighborhoods, we feel that it is essential that Sound Transit (ST) have an even deeper engagement with the residents and business owners that are going to be impacted by the proposed alignments. While we appreciate ST's engagement to-date, we strongly believe more is necessary. Everyone impacted by the various alignments needs to fully understand the unique potential impacts each alternative could have on each individual neighborhood's residents and businesses.
- In certain potentially impacted neighborhoods, ST must take into consideration the low-income population, diversity of cultures, potential for language barriers, and afford the same level of outreach that other areas have received prior to the Elected Leaders Group (ELG) making any Level 3 recommendations. This could include, but is not necessarily limited to:
    - Bus-rail integration at the different station locations
    - Providing the best service to communities that are further south of any of the proposed alignments or station locations
    - Transit oriented development opportunities that are equitable
    - Displacement and gentrification risks near the potential station locations of alignment choice whether the placement is north or south of the West Seattle bridge

The WSCC would offer these observations about alternate station terminations in the West Seattle Junction Hub Urban Village:

- The 44th Ave SW location would appear to be the most disruptive and least convenient
- The alternative location spanning SW Alaska St will disrupt traffic for many years during construction
- The 41st Ave SW location will be less disruptive to traffic and more convenient for feeder and distributor traffic modes especially navigating the grade from Fauntleroy Way to Alaska Street.
- The proposed stations on either 41st or 42nd Ave SW will have an adverse impact on many business locations and increased housing density that is developing in this area.
- The Avalon Station must be included to intercept the bus traffic from the south on 35th Ave SW, reduce transit traffic in the Alaska Junction Station site and therefore providing more reliable and safer service in the coming years.
- It would also be advisable to start the tunneling phase in this area at Avalon and continue into the Junction station.
    - Consideration should also be given that any proposal of an elevated light rail system should not work against the planning for the Fauntleroy Blvd beautification project that has been worked on by the community for almost 20 years
    - Consider that an elevated light rail line would go right over the "gateway" to West Seattle

Further, the WSCC would like to understand the specific construction impacts through each proposed route, especially around each of the proposed station locations as well as along the Duwamish crossing, and would like significantly more detail around the Alaska Junction terminus.

It is impossible to imagine an elevated alignment along the Spokane Street route that would not be debilitating during construction, and destructive to the quality of life of West Seattle residents and businesses when completed. The WSCC understands that mitigation would be required and wants to better understand what mitigation Sound Transit would be providing along this critical corridor if ST were to proceed with an elevated alignment. Given the extended construction period, the WSCC feels that it is important that ST considers further study of another route not along the Spokane corridor to provide the community and businesses with clear, distinct options.

The WSCC continues to support further study of segments of the "Purple Line" alignment with these observations:

- Span the Duwamish Waterway south of the West Seattle bridge to avoid interference of Port of Seattle activities that need access to Spokane St SW
- Consider alternatives to an elevated Delridge Station as it will have multiple negative impacts on the surrounding community, bus travel routes, nearby residences, sports activity spaces and cultural spaces.
- Provides immensely less impacts on the North Delridge community and North Delridge business node
- Impacts of traffic from the Port of Seattle/Northwest Seaport Alliance operations, operations at Nucor Steel and traffic egressing and ingressing the Pigeon Point neighborhood (including traffic to Pathfinder School).

The WSCC supports the tunnel alternatives. The cost of tunneling will be somewhat offset by two factors: 1) the continuing reduction of the cost of tunneling through advancement of tunneling technologies and 2) the cost savings from not having to purchase as much residential housing stock and commercial land as would be needed to complete an elevated line into and through the heart of West Seattle.

In conclusion the WSCC would urge the Stakeholder Advisory Group (SAG), the ELG, and the ST board to continue to move forward with the proposed expansion of light rail to the West Seattle peninsula as rapidly as possible. It is imperative that the proposed alternate "Purple Line" which as proposed would cross the Duwamish River at a more southern location be included as part of any upcoming EIS scope for these reasons:

- It would more easily allow two tunnel segments to be built more easily. One under the Pigeon Point neighborhood and the second from SW Avalon Way to the Alaska Junction.
- The tunnel options would increase the opportunity for more transit-oriented development
- Interconnecting of existing transit systems and those to come would be far easier to accomplish
- Will help to preserve the urban landscape in West Seattle by eliminating towering pillars that will reduce existing travel lanes.
- Will reduce oppressive shadows that will be cast by any elevated rail line.
- Reduce the potential noise pollution not only in the Delridge corridor but along any other stretch of elevated line through our West Seattle community.
- Minimize the potentially vast and impactful scope of taking by eminent domain of as much existing housing stock and commercial/business properties as appears to be envisioned by any of the elevated lines.
- Minimize the impact on our West Seattle businesses and traffic during the construction as seems to be envisioned by any of the elevated lines.

The WSCC and our entire West Seattle business community are committed to working with the SAG, ELG and ST Board. The WSCC would welcome further discussion of any of these alternatives as you move closer to a final decision on the scope of the upcoming EIS.

Sincerely,

Lauren Burgon, Board Chair

Julia Jordan, C.E.O.

From: Russell Shrewsbury <russ@westerntowboat.com>
Sent: Thursday, March 28, 2019 7:33 AM
To: WSB Scoping Comments
Cc: Charlie Costanzo
Subject: Ballard Link comments

On behalf of Western Towboat Co. we have a few concerns on the placement and types of bridges that are being considered for the project. As a company Western Towboat operates 22 tugboats of various size capacities in and around the PNW. Our shipyard and home port is in the ship canal 617 NW 40th Street Seattle, WA 98107 -located between Fremont and Ballard bridges on the north side of the waterway. We are involved daily in towing operations on the Ship canal using the Ballard bridge for opening constantly for tows of barges up to 300' feet and many fish-boats greater than 300' that call Lake Union home or call on the local Shipyards. To put a fixed bridge with a higher opening than Ballard bridge is not going to be conducive for safe navigation in our opinion. The challenges another bridge abutment will make to the waterway for safe navigation as well as the opening requirements we will need to transit 2 bridges while relying on the bridge operations to open upon our approach create significant safety concerns for us. We would ultimately like to see a tunnel option used by sound transit as it would not disrupt our operations and keep the waterway as it is now without further constraints to navigational safety. Our other question would be there is talk of replacing the Ballard bridge sooner than later due to its age, we think it would be beneficial to look at the opportunity for Sound Transit to work with the city and share the cost of a tunnel project for both the entities to help sold the traffic congestion caused by bridge openings if it was possible. As far as the the West Seattle bridge selection goes Western Towboat does not have any immediate concerns as long as the bridge remains in the same height as the upper Spokane street bridge and the bridge support structure does not impede the Duwamish River waterway any further.

--

WESTERN TOWBOAT CO.
EST 1948

Russell Shrewsbury
VP / Western Towboat Co.
C: 206/571/3449

Communication ID: 350717

From: Young Corporation

Scoping Comment:

Young Corporation owns a steel foundry at 3444 13th Ave. SW on Harbor Island. We are a small manufacturing business based in Seattle for over 100 years.

WE STRONGLY OBJECT TO SOUND TRANSIT'S ROUTING ALTERNATIVE NORTH OF THE HI-LEVEL BRIDGE TO WEST SEATTLE. We prefer the routing alternative south of the existing bridge.

At risk if the north alternative is selected: 35 factory jobs at our foundry if we are forced to move. There is highly specialized equipment and power requirements, along with zoning, that make our location unique and impossible to replicate in any surrounding area, let alone in the city. Furthermore, even if the span does not impact our property, 2000 degree steel melted directly under Sound Transit's span makes no safety sense. Lastly, the economic impact of Sound Transit paying for a move of our facility and equipment, which will be required if we are condemned, will far outweigh any land value.

We strongly urge the alternative routing Sound Transit's new span to West Seattle south of the existing bridge.

Thank you,

Mark Lindberg
President
Young Corporation

APPENDIX F

Community Organization Comments

Subject: 350 Seattle Transportation Team Scoping Comment for Ballard Link station

April 1st, 2019

Please consider this scoping comment for the Ballard Link station, and include in scoping all light rail routes that could potentially be the most economical way to maximize ridership and Transit-Oriented development, and then choose the alternative that best optimizes for these two critical factors.

Scoping should take into consideration the effect of light rail decisions on climate. To that end, **light rail stations should be situated where they will attract the most riders, and where the most housing is and will be constructed, accelerating emission reductions.** Ridership and the opportunity for dense transit-oriented development should be top priority because:

- The most recent IPCC climate report makes it clear -- we have very little time to drastically reduce greenhouse gas emissions -- roughly a dozen years to reduce GHG emissions by 40-50%(https://www.ipcc.ch/sr15/)
- Personal transportation accounts for half of Seattle Greenhouse Gas (GHG) emissions (http://greenspace.seattle.gov/wp-content/uploads/2018/04/SeaClimateAction_April2018.pdf).
- Many if not most people cannot afford electric cars, and we can't achieve these emissions targets without getting most of us out of our cars and onto transit.
- Transit-Oriented Development (TOD) allows more people to live where they can have a low-carbon commute. It represents our best chance for accommodating Seattle's continued growth without sprawl that counteracts our other efforts toward GHG reduction.

We ask that you consider station locations that might prove more beneficial as climate impacts are taken into account, including the possibility of a station at 20th Ave NW.

Thank you for considering these scoping comments,

Andrew Kidde and Alice Lockhart for 350 Seattle Transportation Team
206-501-6905 and 206-427-7884

Communication ID: 348480

From: 5th & Madison Condominiums

Scoping Comment:

The Board of Directors of the 5thand Madison Owners Association appreciate the opportunity to provide input on the West Seattle to Ballard light rail line project. Light rail is an important addition to our City and region, but the routing and station locations must be carefully considered because of the numerous impacts it has on our community and the human and natural environment.

The Board represents the owners of 124 units in the 5th and Madison Building (5M) located at 909 5th Avenue between Madison and Marion Streets. The residents of 5M share a seven- level underground parking garage with the adjacent 901 5thAvenue office building. There are 129 parking stalls on Levels B-D permanently assigned to our residents along with approximately 124 individual storage lockers located on Levels B-D. The parking structure sits beneath both buildings and spans the entire block-face on the west side of 5th Avenue between Madison and Marion Streets. It is the structural foundation for the two high rises and houses substantial utilities servicing both buildings.

Above the underground parking garage, between 5M and the 901 Office Building there is an elevated open plaza with landscaping, seating areas, trees and walkways---one of the few large open areas in the midtown downtown area.

We want to be very clear to ST planners that the plaza space should not be considered as a preferred alternative for access to the mid-town underground station. The Plaza sits on top of the seven-level parking garage. Any connection to the underground station would have to placed through the heart of the parking structure likely eliminating most if not all the parking and storage spaces, and compromising building systems such as fire fighting components, plumbing, sanitation, and electrical located in the garage—causing substantial damage through significant loss of value and lifestyle disruption to our residents.

In addition to the significant decrease of property value through loss of onsite parking and storage there would be further detrimental impacts on 5M residents and owners; construction noise, increased traffic congestion on already busy 5thAve, increase in panhandlers and transient population---all further reducing owners property value.

If the 5th Avenue alignment is carried forward into the EIS process, then the station should be shifted north to the area between Madison and Seneca or south to the area between Marion and Columbia. Any access points for the station, no matter where it is located, should be placed in the public right of way – not on any private properties and definitely not on the “Plaza Area” next to the 5th & Madison Building.

Preferred Route: The proposed routes through “midtown” Seattle run under either 5th Avenue or 6th Avenue. We strongly endorse the 6th Avenue route through the “midtown” section of the project.

6th Avenue presents fewer potential adverse impacts to residential properties and businesses while still achieving the goals of the project. The 6thAvenue alignment also allows more flexibility in the placement of station access points and would be a closer connection to the potential I-5 freeway park/lid being studied.

The 5th Avenue alignment currently proposes an underground station between Madison and Marion Streets. We understand that the station will be about 160 feet beneath the street and will have to be accessed by a large bank of elevators – similar to the light rail station on the top of Beacon Hill. As outlined above, our main objection to the 5thAvenue Route is the placement of the midtown station access point between Madison and Marion.

The location of such an elevator building should not be considered by ST in the plaza between 5thand Madison and the 901 Building.

EIS Study Topics: The EIS should carefully consider the direct and indirect transportation effects caused by station placement and access points, loss of parking and storage, potential for changes to the foundation support structure of the 5thand Madison building, disruption of 5thand Madison critical building systems, impact of 5thand Madison residents on a transient population shift to the midtown station area, and both resident and business displacements. The EIS should also be structured to allow the various segments of the preferred alternative and other alternatives to be "mixed" and "matched" in the final route selection. This provides greater design flexibility and does not dilute the discussion and assessment of the alternatives for each component part of the project to the detriment of the EIS's primary purpose: to provide decision-makers with a fully-informed assessment of the environmental impacts of a proposed action.

Thank you for considering our comments.

Sincerely,

The Board of Directors

5thand Madison Owners Association

Pilar Bass: Vice President

Michael Kopp: President

Soo Park: Secretary

Karolyn Peterson: Treasurer

George Schuchart: Commercial Unit Owner

ALLIANCE FOR
PIONEER
SQUARE

March 28, 2019

Via email (WSBscopingcomments@soundtransit.org)

WSBLE (c/o Lauren Swift, Central Corridor Environmental Manager)
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Re: Scope of the EIS for the West Seattle and Ballard Link Extensions

Dear Ms. Swift:

This letter is submitted on behalf of the Alliance for Pioneer Square, and is meant to supplement the letter submitted on behalf of Historic South Downtown Community Preservation & Development Authority. The Alliance for Pioneer Square appreciates the opportunity to have input into the scope of this very important environmental document. The West Seattle and Ballard Link Extension ("West Seattle/Ballard Link") has the potential to materially improve the mobility of Seattle residents from currently difficult to reach neighborhoods, to reduce the number of buses from those neighborhoods that must ply the streets of Downtown Seattle, and to make a material improvement in public transit for the region. But it also poses environmental risks. In the 1980s Seattle watched the construction of the Third Avenue bus tunnel destroy a healthy commercial neighborhood along Third Avenue, damaging the urban fabric of that formerly vital street for decades, if not permanently. The West Seattle/Ballard Link EIS is one of the few opportunities the public and Sound Transit will have to look comprehensively at the short- and long-term impacts of the West Seattle/Ballard Link, to consider alternatives that may reduce its adverse impacts and enhance its benefits, and to identify mitigation for adverse impacts that cannot be entirely prevented.

I. The Affected Environment of Pioneer Square

The Alliance for Pioneer Square is a nonprofit organization leading the revitalization of Pioneer Square Historic District through advocacy, programming, marketing, and community action. It works to help preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle. By fostering pivotal new programs and facilitating crucial neighborhood action, it helps Pioneer Square move to a more vibrant and better place for everyone to live, work, and visit.

Pioneer Square is both a group of individually historic buildings and an historic district—one of the first such historic districts to be listed on the National Register of Historic Places. Both individual buildings and the district as a whole require constant reinvestment, and for that reinvestment to be

310 First Avenue South, Suite 201, Seattle, WA 98104
T. 206.667.0687 allianceforpioneersquare.org

possible, the district must be a desirable place to live, work, and visit. Attracting both residents and office users to its upper floors requires that its street level be attractive: walkable, lined with shops and restaurants and full of dynamic life. If the shops and restaurants fail, the upper floors hollow out. In the years since 1970, when the Pioneer Square-Skid Road Historic District ("Pioneer Square Historic District") was placed on the National Register, experience has taught that Pioneer Square is a delicate thing. Its fortunes have waxed and waned, as much based on City policies and actions as from economic cycles. For instance, the First Avenue South water main replacement, which took about six months longer than planned, kept visitors away from First Avenue South during the critical tourist season, and left retailers reeling during a period of otherwise robust commercial health for the City as a whole. When conditions become undesirable, it can take years to turn things back around. In the meantime, historic buildings can be lost to unsympathetic replacements, from which the district never recovers.

The last several years have witnessed a renaissance for Pioneer Square, as its attractive streetscape and thriving retail sector, combined with the regional transportation hub created by the close proximity of King Street and Union Stations, the Pioneer Square Link Light Rail station, the Washington State Ferry terminal and numerous Metro bus routes, have enticed millions of dollars of corporate investment from companies including Avalara, Saltchuk, and Weyerhaeuser Company, and numerous technology startups, among the region's newest companies. That in turn has been accompanied by a burst of housing construction, with over 650 housing units being added within the Pioneer Square Historic District over the last decade. Maintaining the high quality of life that has attracted this corporate investment and new housing is a challenging task; Pioneer Square has demonstrated in the past that its fortunes can fall more easily than they can rise. It is, and will remain, the home of a disproportionate share of the region's homeless population and other vulnerable people. Its historic buildings and streetscape can slide from charming to decrepit very easily if they are not maintained. Maintaining this vibrancy requires that the neighborhood not be subject to battering by public mega projects that reduce its accessibility, make its streetscape unattractive, or create noise, dust, congestion and disruption.

Pioneer Square is still in the midst of more than a decade of public mega projects, including the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the Washington State Ferries Colman Dock expansion, construction of the First Hill Streetcar, and replacement of the water main under First Avenue South. Its ability to withstand those mega projects is in significant part a result of impact mitigation that those projects have provided. Undoubtedly similar mitigation will be required in order to withstand construction of West Seattle/Ballard Link.

II. Scope of the West Seattle/Ballard Link EIS.

With that foundation as to the affected environment that the West Seattle/Ballard Link will impact, the EIS must address the following issues.

A. Project Area Definition

It is a notable oversight that the Notice of Intent to Prepare an EIS published by the FTA on February 2, 2019 did not list the Pioneer Square neighborhood in the service area for the Light Rail Alternatives, while all current alternatives being evaluated fall within the Pioneer Square Historic District. Alliance for Pioneer Square was not included as an interested party in Sound Transit's Stakeholder Advisory Process, and their voice is clearly missing from the body of work used to shape the alternatives to date. The EIS project area must include the entire Pioneer Square neighborhood

within the service area defined for the Project, and must evaluate the operational and construction impacts of the project on the neighborhood for all disciplines studied in the EIS.

B. Transportation Analysis

The EIS must address how the West Seattle/Ballard Link will change the number of buses that travel into and through downtown from routes now serving West Seattle and Burien ("South End Routes"), and how Sound Transit will coordinate with Metro to ensure that to the maximum extent possible, commuting patterns from the South End change from the current pattern of direct bus routes from South End communities to Downtown Seattle, to instead deliver commuters to the West Seattle Link station(s) for commuters to complete their trip on the West Seattle/Ballard Link. The entire point of the West Seattle/Ballard Link is to reduce the number of people who must travel by bus or car from South End neighborhoods to Downtown Seattle and back. But with only one or perhaps two stations in West Seattle, the ability to achieve that objective depends on close coordination between Metro, which operates most buses, and Sound Transit, so that Metro delivers riders from its South End Routes to the West Seattle station and they complete their trip on light rail. The EIS must provide careful analysis of transportation around the West Seattle station, and explain how Sound Transit will coordinate with Metro. Although Metro and Sound Transit are separate legal entities, the region is entitled to expect them to coordinate their service, and to work together to provide the analysis required by the EIS.

This issue is of concern to the Alliance for Pioneer Square because the demands of Metro buses coming to and from Downtown from the South End will prevent Pioneer Square from experiencing one of the most important benefits of the City's Alaskan Way, Promenade and Overlook Walk Project (AWPOW) until the West Seattle Link is opened. One of the major objectives of AWPOW was to "reconnect" downtown Seattle to its waterfront, by creating a pedestrian friendly boulevard along Alaskan Way. As Seattle's original downtown neighborhood, it is particularly appropriate that AWPOW reconnect Pioneer Square to the historic central waterfront along Elliott Bay. Pioneer Square property owners are slated to receive special assessments to help pay for AWPOW, and as a result are entitled to receive commensurate special benefits from that project. But because of Metro's need to bring approximately 650 bus trips per day along SR 519/Alaskan Way, the design of the new Alaskan Way south of Columbia Street is required to include bus lanes in both directions. This results in Alaskan Way being between 7 and 8 lanes wide – which is a significant visual barrier to crossing from Pioneer Square to the waterfront, and is wider than is comfortable for many people, including the elderly, people with mobility limitations, and families with children in strollers, to cross. In addition, restrictions on Columbia Street to enhance bus flow to and from Downtown will restrict vehicular traffic on Columbia Street, damaging abutting properties and restricting access into and out of Pioneer Square. Those restrictions can be eased once the West Seattle Link is open, assuming that it results in a reduction in buses coming to and from Downtown from the South End Routes.

In a settlement agreement resolving the Alliance for Pioneer Square's challenge to the adequacy of the AWPOW EIS, King County and the City of Seattle agreed in part:

1. When the extension of Sound Transit Light Rail to the West Seattle Alaska Junction Station (or, if final design changes the plan as presented to voters in 2016, to the nearest station to what was shown as the Alaska Junction Station in 2016) is completed and open to service, Metro will, subject to King County Code Section 28.94.020 as currently adopted or hereafter amended, reduce bus volumes on Alaskan Way south of Columbia Street and on Columbia Street, west of Third Avenue, to not more than 195 buses per day, or 30% of the currently estimated total of 650 trips per day. Upon

commencement of the Sound Transit Light Rail operations to West Seattle, the Parties and other stakeholders, including the Port of Seattle, will convene to evaluate the corridor's overall function along with the location of bus stops and signage, along the SR 519/Alaskan Way surface street and Columbia Street, and may make recommendations to the appropriate governing bodies or executives regarding opportunities for adjustments and improvements.

2. Within fifteen (15) months of the opening of the Alaska Junction Station of Sound Transit Light Rail service to West Seattle, the City will retrofit SR 519/Alaskan Way between Yesler Way and South King Street to narrow Alaskan Way by eliminating the transit lane on each side of Alaskan Way, and converting the area of the former transit lane to sidewalks, landscaping, and on-street parking identified in the FEIS or other uses (Alaskan Way Retrofit), subject to approval by WSDOT for the sections of the roadway that are within the SR 519 right-of-way, and taking into account the recommendations made under paragraph II.1. The Alaskan Way retrofit shall generally conform to the "Future 2030 5/6 Lane Configuration" shown on two sets of plans titled "Southend Alaskan Way 2030 Narrowing Concept," attached hereto as Exhibit A. The Alaskan Way Retrofit will be funded by the City and will require final budget authorization by the Seattle City Council for the Alaskan Way Retrofit at that time. The Alliance, the State, and the City will review the planned placement of street trees on the east and west side of Alaskan Way as part of AWPOW to ensure they do not conflict with this commitment. Beginning up to 5 years prior to the scheduled opening of Sound Transit Light Rail service to West Seattle, the City will work with WSDOT, the Port of Seattle, the Alliance, and Pioneer Square property owners and tenants on the design of the final configuration of Alaskan Way, generally consistent with the final configuration shown on Exhibit A.

3. Once the Alaskan Way Retrofit described in Section I.2 above is completed, and taking into account the recommendations from Section II.1, the City will allow general purpose traffic movement on Columbia Street in both directions, between Alaskan Way and Third Avenue, to facilitate local access and will maximize opportunities to restore parking, loading and building access that were reduced as part of changes directing Metro buses onto Columbia Street.

The EIS must recognize those commitments and explain how Sound Transit will work with the City to bring them to fruition.

C. Parking

Much as we all look forward to a day when abundant public transit eliminates the need for the personal automobile to get to and from Pioneer Square, that day is not yet here. Until it arrives, the economic viability of businesses in Pioneer Square depends on customers being able to reach them by personal vehicle, and the attractiveness of residential units depends on residents being able to have friends and family visit them by automobile. That requires that public parking be available for visitors arriving in Pioneer Square by automobile. The Alaskan Way Viaduct Replacement Project eliminated several thousand on street parking spots available to the Pioneer Square neighborhood. The Center City Connector streetcar project has eliminated more spaces. And the active development and redevelopment of properties within the Pioneer Square neighborhood has further depleted the supply

of available public parking. Thus, it is important that the EIS carefully analyze and fully mitigate any impact of the Project on future public parking supplies.

D. Construction Impacts

By far the most significant adverse impacts of the West Seattle/Ballard Link are likely to be construction impacts. Depending on the construction method chosen, those impacts could be extremely disruptive for several years. It is essential that the EIS carefully analyze the construction impacts on transportation, parking, business and residential access, emergency services, vibration, noise, and air quality. Although it is premature for Pioneer Square to comment on the specific construction impacts, if a Fourth Avenue alignment for the new tunnel is chosen it will be important to pay particular attention to the impact on the Union Station garage, and Union Station itself. Maintaining access for employees and vendors to all businesses at all times during construction will be critical, and the EIS should explain how that will be accomplished.

As a gateway neighborhood to and from Seattle in the South, Pioneer Square often takes the brunt of bus diversion and congestion from mega project impacts around the City. As this letter is being written, Pioneer Square is enduring bus re-routing along First Avenue to accommodate the myriad of traffic changes occurring in Seattle from the Alaskan Way Viaduct demolition, the Waterfront Seattle program, and the coming wave of buses erupting from the downtown bus tunnel to Seattle surface streets in March 2019. This increased bus traffic through the neighborhood is accelerating irreparable wear and tear on historic areaways along the corridor, and further eroding the pedestrian and public realm retail environment. The West Seattle/Ballard Link project construction may interrupt or divert buses from the E3 busway coming to and from downtown, and the EIS must study alternatives to avoid first, then minimize bus diversion through Pioneer Square during construction.

Although construction impacts cannot be avoided entirely with a mega project such as West Seattle/Ballard Link, those impacts can be mitigated, and it is essential that the EIS identify the construction mitigation that will be provided. Pioneer Square's recent experience with the highly disruptive Alaskan Way Viaduct and Elliott Bay Seawall Replacement Projects, the First Hill Streetcar construction, and the replacement of the First Avenue water main shows that with adequate mitigation, construction impacts may not be fatal to the vibrant street experience that is the foundation for Pioneer Square's success. Of critical importance was the funding of parking assistance, including reduced-cost short term parking in area garages and programs to inform visitors where parking is available, commitments (which must be kept) to cease construction during critical visitor periods, and funding of community information personnel, so that there is a direct line of communication between the project and the community and so that businesses and residents get as much warning of disruption as possible and know how to communicate back to the project management.

On the other hand, the City's experience with the construction of the Third Avenue transit tunnel in the 1980s is that it left a wake of business closures that attracted street crime and required decades to cure. Major public projects will have significant adverse impacts on the communities that must endure them, but the function of the EIS is to disclose those impacts, consider alternatives that will reduce the impacts, and identify what mitigation measures may limit the scope of the damage.

E. Public Realm, Land Use and Urban Design

The Alliance for Pioneer Square recently collaborated with Historic South Downtown Community Preservation & Development Authority and Seattle Chinatown International District Preservation and Development Authority in a robust community-based planning project to envision

the connectivity between the Pioneer Square and Chinatown-International District neighborhoods, where they come together at the intersection of S. Jackson Street between Third and Fifth Avenues. This planning project, called The Jackson Hub project, essentially defines the future vision of shared public realm spaces that connect Seattle's iconic transportation landmarks, Union Station and King Street Station and the two historic neighborhoods. These landmark transportation hubs fall within both the Pioneer Square Historic District, and the Chinatown-International Historic District, and all West Seattle/Ballard project alternatives will impact these historic resources and the surrounding environments. The Alliance for Pioneer Square requests that Sound Transit consider including design concepts and public realm improvements identified in the Jackson Hub project report in the designs and alternatives studied in the EIS. The EIS must also study the impacts of the alternatives on the neighborhood's ability to realize Jackson Hub project goals.

The Project plans provided to date do not provide any image of how the Project may affect the streets near the tunnel entrance, the streets the tunnel passes under, and the area of any stations. It is important, however, that those components be designed to be compatible with the historic neighborhoods through which they will pass. Pioneer Square and Chinatown-International District are both fine scaled, with small buildings, attractive, narrow streets, and human-scaled facades. That character is essential to maintaining the attractive street life and vibrant commercial businesses that create the quality of the neighborhood. Design of the Project in the Pioneer Square area must be consistent with that scale and character, and must maintain the fabric of the streetscape.

F. Social and Environmental Justice

Pioneer Square is among the King County neighborhoods with the highest density of environmental justice populations. According to the U.S. Census, over 40 percent of the Pioneer Square identifies as minority (2012-2016 American Community Survey). Nearly 30 percent of the population have incomes below the federal poverty level (2012-2016 American Community Survey). The highest concentration of homeless people in King County is in Pioneer Square, with over 44 percent of the population homeless (2010 U.S. Census).

Over the years, community and human services organizations have located in and near Pioneer Square to support our most vulnerable community members. Maintaining access to these and other public services, such as first responders and emergency medical care is essential.

The EIS must identify environmental justice populations living in Pioneer Square—including homeless populations, which are frequently missed or undercounted, and not typically accounted for in the surveys and resources transportation planning professionals use to perform analysis. Sound Transit should engage community and human service organizations to understand the scope, scale, and demographics of the homeless populations they serve for inclusion in the EIS. It must evaluate the potential impacts of the Project on environmental justice populations, including resources and institutions of particular importance to our neighborhood's minority, low-income, and homeless community members. Finally, the EIS will need to make a determination of whether project alternatives have a disproportionately high and adverse impact on environmental justice populations.

As described earlier in this letter, business and community leaders in Pioneer Square have worked hard to establish a vibrant neighborhood. Quality of life and community cohesion in our neighborhood is on the rise—our residents and businesses enjoy enticing and well-maintained public spaces and opportunities to gather and connect with one another at community events such as Art Walk. We know from past experience that maintaining this vibrancy requires vigilance, and once damaged, takes decades to repair. We expect the EIS to recognize the social resources and community

cohesion in Pioneer Square and analyze how the project alternatives would benefit and impact these resources and cohesion.

G. Historic Resources and Section 106 Compliance

As with all mega transportation projects utilizing federal funds within the Pioneer Square Historic District, Sound Transit will be required to comply with Section 106 of the National Historic Preservation Act. As stewards of the historic character and fabric of the neighborhood, The Alliance for Pioneer Square requests to be a consulting party to the Section 106 process for the West Seattle/Ballard Link Extension Project. To that end, we are requesting early coordination and participation in design development, to shape the design performance requirements that will ensure the historic character of the resources and the district are maintained.

Again, thank you for your consideration of these comments. Alliance for Pioneer Square looks forward to working with you in the development of this important public project.

Very truly yours,

Lisa Howard

310 First Avenue South, Suite 201, Seattle, WA 98104
T. 206.667.0687 allianceforpioneersquare.org

AGREEMENT REGARDING AWPOW BETWEEN THE ALLIANCE FOR PIONEER SQUARE, THE CITY OF SEATTLE, WSDOT, AND KING COUNTY

RECITALS

A. The City of Seattle ("City") is the proponent of a series of contiguous projects, known as the Alaskan Way, Promenade, and Overlook Walk ("AWPOW") which are a series of public improvements extending from south of S. King Street on the south to Battery Street on the north, generally along Seattle's waterfront and including Alaskan Way.

B. The City is the lead agency for AWPOW, and in that capacity has issued a Final Environmental Impact Statement ("FEIS") on AWPOW dated October 31, 2016.

C. The City intends to pay for AWPOW through several sources of funding, one of which is a local improvement district ("LID"), through which it expects to raise up to $200 million from parties whose property receives "special benefit" from AWPOW.

D. Alliance for Pioneer Square ("Alliance") is a nonprofit organization leading the revitalization of Pioneer Square Historic District ("Pioneer Square"). It has filed an appeal of the adequacy of the FEIS to the City Hearing Examiner, contending that the FEIS is inadequate to meet the City's responsibilities under RCW ch. 43.21.C ("SEPA") on multiple grounds.

E. The Washington State Department of Transportation ("WSDOT") has intervened in the appeal of the FEIS to the Hearing Examiner. It is interested in AWPOW because Alaskan Way south of Colman Dock serves as State Route 519, provides access to the Seattle Ferry Terminal at Colman Dock, which is a WSDOT facility, and serves as one of two north-south freight routes through Seattle. In addition, WSDOT owns the property proposed as the location for the "Habitat Bench." WSDOT has also relied on the FEIS to sign Amendment No. 11 to GCB 1308, and has published a Notice of Action under SEPA of the signing of Amendment No. 11 to GCB 1308 ("Amendment 11"), relying on the FEIS for its compliance with SEPA in signing Amendment 11. Alliance has filed an action in King County Superior Court, Case No. 17-2-01514-8 SEA, challenging the validity of the State's action as described in the Notice of Action issued on December 21, 2016.

F. King County ("County") has intervened in the appeal of the FEIS to the Hearing Examiner. County has assumed the duties of the Metropolitan Municipal Corporation under RCW ch. 35.58, and operates bus transit service ("Metro") throughout King County. AWPOW includes the addition of two dedicated lanes for buses on Alaskan Way south of Columbia Street, on which Metro intends to run approximately 600 buses per day once the Alaskan Way Viaduct is removed. The combination of those transit lanes and turning lanes for vehicles waiting to

enter Colman Dock will result in Alaskan Way being between seven and eight lanes wide south of Yesler Way, adjacent to Pioneer Square.

G. City, WSDOT and County deny that the FEIS is inadequate. Without admitting any of the contentions of Alliance in its appeal to the Hearing Examiner, City, WSDOT and County are willing to take the following actions and make the following commitments, in consideration for Alliance dismissing its appeal of the adequacy of the FEIS before the Hearing Examiner and the suit challenging the validity of the State's actions described in WSDOT's Notice of Action and agreeing not to file any additional appeals related to AWPOW.

H. Sound Transit is currently in the process of designing and implementing a group of projects known as "ST 3." One component of ST 3 is extension of Link Light Rail to West Seattle. When the extension of Link Light Rail to the Alaska Junction Station in West Seattle is completed and open to service, Metro expects that its need to operate buses on Alaskan Way and Columbia Street west of Third Avenue will be significantly reduced.

I. The Port of Seattle, while not a party to this Agreement, is providing funding for the Alaskan Way Viaduct Replacement Program, which includes the improvements to Alaskan Way that are being constructed as part of AWPOW, pursuant to an agreement executed on August 27, 2013. Under this agreement, WSDOT has committed to ensuring that the Alaskan Way Viaduct Replacement Program will be designed and constructed to facilitate efficient movement of freight and other traffic on the west corridors of the Seattle transportation system between the Duwamish Waterway and the Ballard-Interbay neighborhoods.

J. The Alliance, the City, WSDOT and County (the Parties) are entering into this Agreement to fully resolve any dispute over the adequacy of the AWPOW FEIS.

AGREEMENT

I. Construction Mitigation and Immediate Changes to AWPOW

1. The City and the State agree to allow public access to the "Habitat Bench" as generally depicted in Figure 2-3 of the FEIS in accordance with a construction easement and future lease agreement between the City and State. Access will be available to members of the public during operating hours established by the Seattle Department of Parks and Recreation, through a gate that will be built as part of the Habitat Bench immediately north of the Washington Street Boat Landing depicted on Figure 2-3 of the FEIS. The City will be responsible for maintaining public access to the Habitat Bench. The City and the State will negotiate the timing and responsibility for construction of the Habitat Bench, but agree to make it accessible to the public by the end of 2022. "Operating hours" for the Habitat Bench will generally be the same as for other city parks for which the Seattle Department of Parks and Recreation establishes operating hours and hours

of closure, but not less than sunrise to sunset. The City and State, in collaboration with the Alliance, agree to work together to establish an operating plan for the Habitat Bench, which must meet the Seattle Ferry Terminal's public safety and security requirements, and that will address operating hours and other considerations.

The City, State, and Alliance further agree that public access to the Habitat Bench will not cause the Habitat Bench to be treated as a public recreational facility for the purposes of section 4(f) of the Transportation Act, 23 U.S.C. §138, and that the Habitat Bench will be developed as a joint development, as set out in 23 C.F.R. §774.11(i).

2. The City will increase funding for east/west connections in Pioneer Square from approximately $12M to a total of $20M. The Parties recognize that the future source of this additional funding will be the proposed Waterfront LID, which will be subject to more review and input from stakeholders in Pioneer Square and elsewhere in Center City and will require approval of the Seattle City Council. The additional funding will be used to implement pedestrian improvements, of like kind to those planned for S. Washington Street and S. Main Street and described in Section 2.3.4 of the FEIS, to Yesler Way, S. Main Street, S. Washington Street and S. King Street, and will extend from Alaskan Way to Second Avenue, to the extent feasible. The City and Alliance, with input from the neighborhood stakeholders, will collaboratively analyze on a block by block basis how to best leverage city dollars with planned private investment so as to maximize the benefit of those street improvements to Pioneer Square as a whole. The City and Alliance acknowledge that historic preservation requirements related to the preservation/reconstruction of areaways could significantly add to the cost of these improvements and will work together to address that issue.

3. Beginning 6 months prior to the anticipated start of waterfront construction until the end of significant construction of AWPOW, City will pay to Alliance $75,000 annually, pro-rated as appropriate, to allow Alliance to fulfill construction coordination and communication functions in collaboration with public partners. The Alliance will provide status reports at reasonable intervals and containing relevant information, as agreed to by the Alliance and the City and memorialized in a memorandum of agreement. This support is intended to ensure an effective interface between the City, WSDOT and County, on the one hand, and property owners and tenants within Pioneer Square, on the other hand, to help ensure that construction of AWPOW does not render properties within Pioneer Square inaccessible or uninhabitable for their usual purposes, and to minimize the construction impacts on owners and tenants and their customers within Pioneer Square. For purposes of this Section I.3 and Section I.4, below, the "end of significant construction" shall be the date on which all construction of Alaskan Way and the east/west connections improvements described in Section I.2 above has been completed (other than improvements which based on the process in Section I.2 the Parties decide will be implemented by adjacent private properties), and all restrictions on any streets within Pioneer Square due to construction of AWPOW have been eliminated.

4. From the start of waterfront construction until the end of significant construction of AWPOW, the City and State will fund the extension of existing low-rate parking agreements with off-street parking operators at the First and Columbia and Butler Garages that acquire the right for short-term parkers to park off-street at the City's on-street parking rate. The City, State, and Alliance recognize that meeting this commitment is contingent on reaching reasonable terms with these parking operators generally consistent with existing low-rate parking agreements. For purposes of this provision, "short term" parking is parking for 4 hours or less.

5. Until ST 3 reaches the Alaska Junction Station (or if final design changes the plan as presented to voters in 2016, to the nearest station to what was shown as the Alaska Junction Station in 2016), Metro estimates that it will operate not more than 650 buses per day on Alaskan Way south of Columbia Street, provided, however, that when the City of Seattle has completed the Lander Street Overpass, the Parties and other stakeholders, including the Port of Seattle, will convene to review travel time and reliability data since the opening of the SR 519/Alaskan Way surface street as part of AWPOW. This data will be used to look for possible opportunities for route adjustments and improvements and the Parties may make recommendations to the County Executive, Mayor, and City Council. Any route adjustment or improvements will be subject to King County Code Section 28.94.020 as currently adopted or hereafter amended.

II. Final Conditions

1. When the extension of Sound Transit Light Rail to the West Seattle Alaska Junction Station (or, if final design changes the plan as presented to voters in 2016, to the nearest station to what was shown as the Alaska Junction Station in 2016) is completed and open to service, Metro will, subject to King County Code Section 28.94.020 as currently adopted or hereafter amended, reduce bus volumes on Alaskan Way south of Columbia Street and on Columbia Street, west of Third Avenue, to not more than 195 buses per day, or 30% of the currently estimated total of 650 trips per day. Upon commencement of the Sound Transit Light Rail operations to West Seattle, the Parties and other stakeholders, including the Port of Seattle, will convene to evaluate the corridor's overall function along with the location of bus stops and signage, along the SR 519/Alaskan Way surface street and Columbia Street, and may make recommendations to the appropriate governing bodies or executives regarding opportunities for adjustments and improvements.

2. Within fifteen (15) months of the opening of the Alaska Junction Station of Sound Transit Light Rail service to West Seattle, the City will retrofit SR 519/Alaskan Way between Yesler Way and South King Street to narrow Alaskan Way by eliminating the transit lane on each side of Alaskan Way, and converting the area of the former transit lane to sidewalks, landscaping, and on-street parking identified in the FEIS or other uses (Alaskan Way Retrofit), subject to approval by WSDOT for the sections of the roadway that are within the SR 519 right-of-way, and taking into account the recommendations made under paragraph II.1. The Alaskan Way retrofit shall generally conform to the "Future 2030 5/6 Lane Configuration" shown on two

sets of plans titled "Southend Alaskan Way 2030 Narrowing Concept," attached hereto as Exhibit A. The Alaskan Way Retrofit will be funded by the City and will require final budget authorization by the Seattle City Council for the Alaskan Way Retrofit at that time. The Alliance, the State, and the City will review the planned placement of street trees on the east and west side of Alaskan Way as part of AWPOW to ensure they do not conflict with this commitment. Beginning up to 5 years prior to the scheduled opening of Sound Transit Light Rail service to West Seattle, the City will work with WSDOT, the Port of Seattle, the Alliance, and Pioneer Square property owners and tenants on the design of the final configuration of Alaskan Way, generally consistent with the final configuration shown on Exhibit A.

3. Once the Alaskan Way Retrofit described in Section I.2 above is completed, and taking into account the recommendations from Section II.1, the City will allow general purpose traffic movement on Columbia Street in both directions, between Alaskan Way and Third Avenue, to facilitate local access and will maximize opportunities to restore parking, loading and building access that were reduced as part of changes directing Metro buses onto Columbia Street.

III. Effective Date and Dismissal of Appeals of FEIS

1. This "Agreement Regarding AWPOW" ("Agreement") will be ratified by ordinances passed by the Seattle City Council and signed by the Mayor of Seattle, and by the King County Council and signed by the King County Executive. The form of the ordinances will be approved by the Seattle City Attorney, the King County Prosecuting Attorney's Office and counsel for Alliance prior to their adoption. The Effective Date of this Agreement will be the date when the last of the actions required by this Section III.1 has occurred.

2. From the date this Agreement is signed by all Parties until the Effective Date, all proceedings before the Seattle Hearing Examiner or in Superior Court will be stayed. Within two business days following the Effective Date of the Agreement, Alliance will move to dismiss its appeal to the City Hearing Examiner of the adequacy of the FEIS, and will move to dismiss King County Cause No. 17-2-01514-8 SEA.

IV. SEPA Compliance

1. Alliance stipulates and agrees that so long as the LID, if formed, includes the funding and improvements generally described in Section I.2, above, the Alliance will support having costs associated with implementing those provisions included in the LID, and work with other Center City stakeholders to advocate for their inclusion in the LID.

2. Alliance stipulates and agrees that the changes in AWPOW called for by this Agreement, including the additional investments in east/west connections called for in Section I.2 above, will

have no significant adverse impact on the environment and that it will take no steps to challenge any amendment to AWPOW that is consistent with this Agreement based on SEPA.

V. Miscellaneous Provisions

1. This Agreement may be signed in counterparts.

2. This Agreement may be amended by the Parties so long as all Parties agree to the amendment in writing.

3. Nothing in this agreement supersedes WSDOT's responsibilities under state law, including Title 47 RCW. If any portion of this Agreement is found to be invalid or unenforceable, the remainder shall be valid and enforceable so long as the overall purpose of the Agreement can be achieved.

4. The Parties agree that they will comply with their obligations under this Agreement. Should any party fail to comply with their obligations, the others will have no adequate remedy in damages and will be entitled to an injunction enforcing this Agreement.

5. Alliance agrees that it will not file any local, state, or federal administrative appeal, state or federal judicial appeal, or any appeal or lawsuit of any other kind challenging any governmental permit or approval related to AWPOW, unless there is substantial modification to AWPOW as it is currently proposed and described herein. The parties agree to negotiate in good faith to amend the terms of this Agreement, as needed, to address any issues related to any substantial modification. Any opposition, shall be limited to the impacts associated with any substantial modification. For purposes of this paragraph, "substantial modification" does not include modifications reasonably required or necessary to implement the purposes of this Agreement. Notwithstanding the foregoing, Alliance shall be entitled to take any administrative or legal action it deems appropriate or necessary to enforce the terms of this Agreement.

Agreed:

ALLIANCE FOR PIONEER SQUARE

By Leslie G. Smith
Its Executive Director

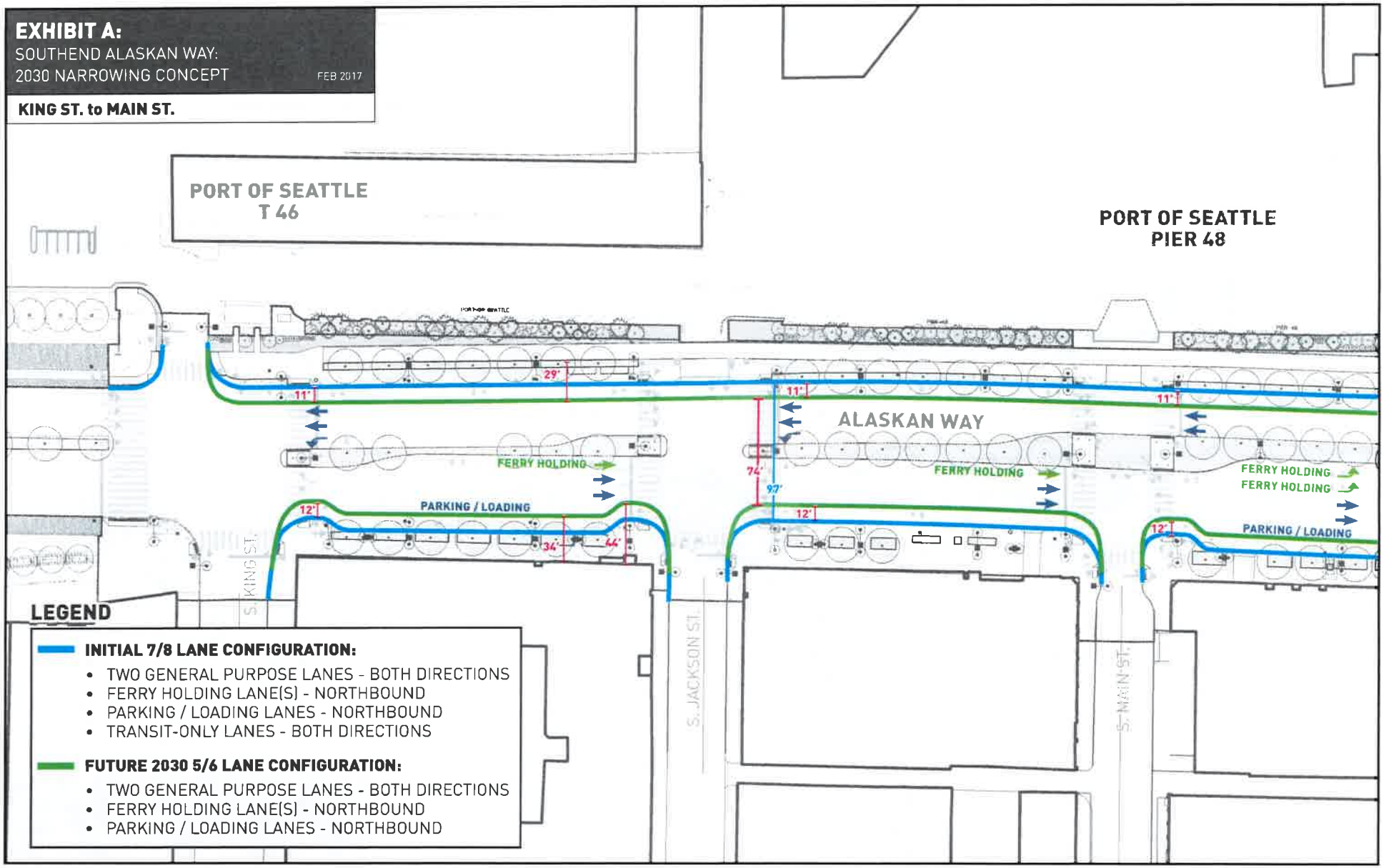


EXHIBIT A:
SOUTHEND ALASKAN WAY:
2030 NARROWING CONCEPT
FEB 2017
KING ST. to MAIN ST.
PORT OF SEATTLE
T 46
PORT OF SEATTLE
PIER 48
ALASKAN WAY
FERRY HOLDING
PARKING / LOADING
29'
11'
74'
97'
12'
34'
44'
S. KING ST.
S. JACKSON ST.
S. MAIN ST.
LEGEND
INITIAL 7/8 LANE CONFIGURATION:
• TWO GENERAL PURPOSE LANES - BOTH DIRECTIONS
• FERRY HOLDING LANE(S) - NORTHBOUND
• PARKING / LOADING LANES - NORTHBOUND
• TRANSIT-ONLY LANES - BOTH DIRECTIONS
FUTURE 2030 5/6 LANE CONFIGURATION:
• TWO GENERAL PURPOSE LANES - BOTH DIRECTIONS
• FERRY HOLDING LANE(S) - NORTHBOUND
• PARKING / LOADING LANES - NORTHBOUND

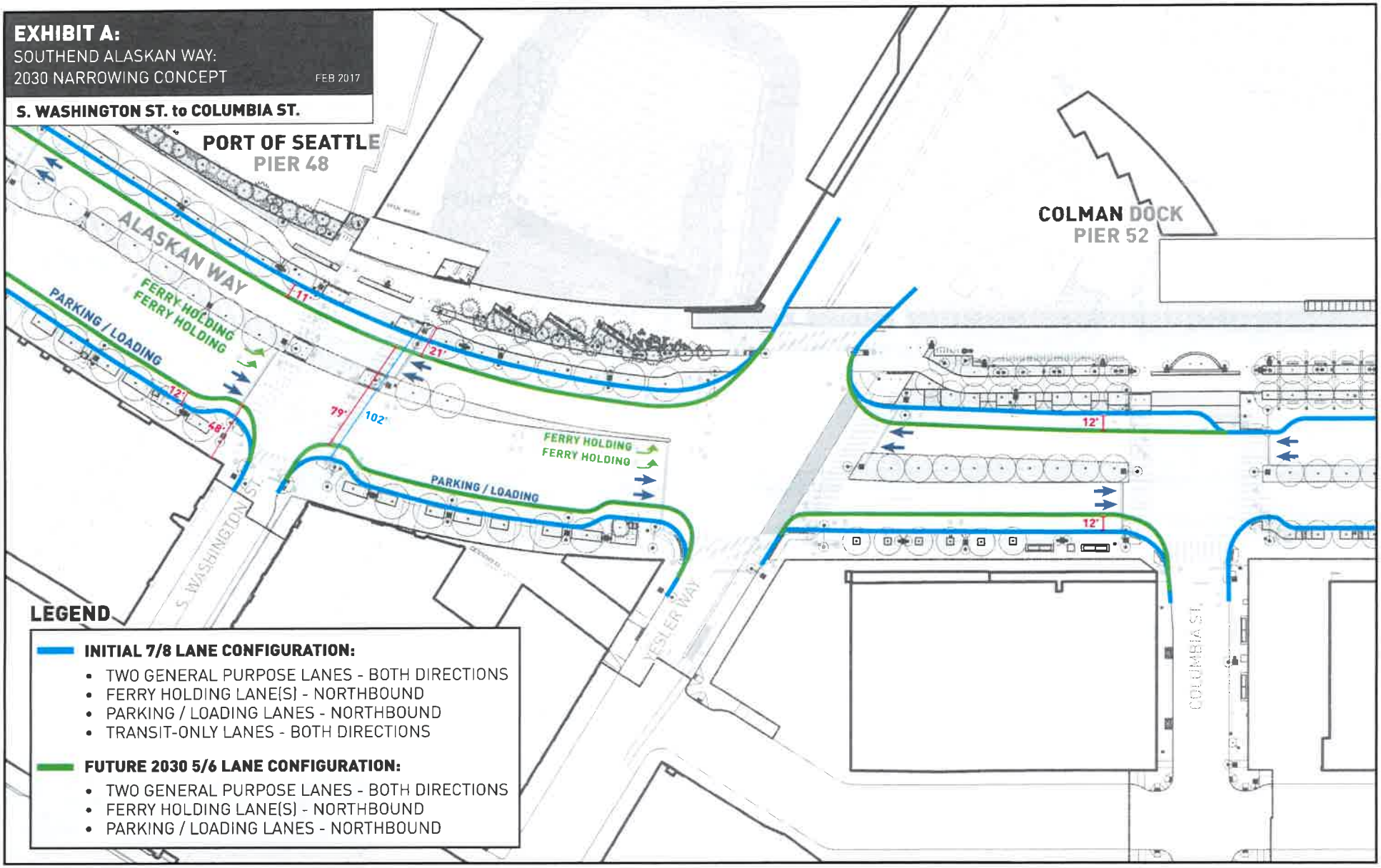


EXHIBIT A:
SOUTHEND ALASKAN WAY:
2030 NARROWING CONCEPT
FEB 2017
S. WASHINGTON ST. to COLUMBIA ST.
PORT OF SEATTLE
PIER 48
COLMAN DOCK
PIER 52
ALASKAN WAY
FERRY HOLDING
FERRY HOLDING
PARKING / LOADING
11'
21'
12'
48'
79'
102'
FERRY HOLDING
FERRY HOLDING
PARKING / LOADING
12'
12'
S. WASHINGTON ST
YESLER WAY
COLUMBIA ST
LEGEND
INITIAL 7/8 LANE CONFIGURATION:
TWO GENERAL PURPOSE LANES - BOTH DIRECTIONS
FERRY HOLDING LANE(S) - NORTHBOUND
PARKING / LOADING LANES - NORTHBOUND
TRANSIT-ONLY LANES - BOTH DIRECTIONS
FUTURE 2030 5/6 LANE CONFIGURATION:
TWO GENERAL PURPOSE LANES - BOTH DIRECTIONS
FERRY HOLDING LANE(S) - NORTHBOUND
PARKING / LOADING LANES - NORTHBOUND

April 1, 2019 VIA: Electronic

Sound Transit
wsbscopingcomments@soundtransit.org
1100 2nd Avenue
Seattle, WA 98101

RE: Sound Transit Ballard Link Extension – Scoping Period

Dear Sound Transit Board, Stakeholder Advisory Group, and Elected Leadership Group Members:

The Ballard Alliance appreciates the opportunity to provide input as Sound Transit and the Federal Transit Administration conduct scoping for the Ballard Link Extension (the "Project").

The Ballard Alliance is a business and community development organization that works to ensure the Ballard neighborhood remains a unique and economically vital community for its visitors, residents, businesses and property owners. The organization provides programs and services critical to ensuring that Ballard is a vibrant place to live, shop, work, eat and play. More specifically, the Ballard Alliance focuses on four key programmatic areas: (1) urban design and transportation; (2) economic development and business retention; (3) marketing and promotions; and (4) ensuring that Ballard is a clean, healthy and safe neighborhood.

The Project will connect one of Seattle's major neighborhoods with the surrounding region. The Ballard neighborhood contains thousands of residents, scores of independent businesses and a unique character. The neighborhood also contains a strong economy with a dynamic manufacturing and industrial district including maritime businesses, local craft makers, and a growing brewery community. The Ballard Alliance fully supports facilitating improved public transit to Ballard. We especially encourage the Project to connect to the heart of Ballard, which we think of as 22nd Avenue NW & NW Market Street. As the Project is a massive 100-year investment for the future, all aspects, including the existing economy, residents, and businesses, should be considered during the Project development.

We understand that Sound Transit has invited comments on the draft Purpose and Need statement, the route and station alternatives, and topics to study in the Environmental Impact Statement.

Purpose and Need

The current draft Purpose and Need statement, as included in the February 15, 2019 Scoping Information Report, is phrased almost entirely in terms of general goals, such as "improve regional mobility," and general needs, such as Washington's policy of reducing greenhouse gas emissions.

The Ballard Alliance supports these goals and appreciates the recognition that existing transit between downtown and Ballard operates with poor reliability. However, although it is an important component of a larger effort that will serve these broad goals, the Project's effects will be felt most strongly in the neighborhoods it serves. Its purposes and needs must therefore be put into localized context with the existing plans and programs. Due to the proximity of the Project to the Ballard Urban Center, and the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC), the Ballard Alliance offers the following addition to the Purpose and Need Section:

- Purpose: Enhance the Ballard Urban Center and BINMIC by preserving and promoting the unique characteristics of Ballard – especially with the vibrant urban and historic core of Ballard – and protecting the industrial economy that is vital to our region.

- Need: Increase reliable and efficient access to the Ballard Urban Center by enhancing multimodal transit in and out of Ballard.

Route and Station Alternatives

The Ballard Alliance strongly believes that the Project should cross Salmon Bay through a tunnel, rather than over a bridge. A tunnel will deliver more reliable, rapid service at comparable cost, with less impact on both the existing aquatic habitat and surrounding communities. Accordingly, the Ballard Alliance respectfully requests that the Sound Transit Board adopt a preferred alternative that utilizes a tunnel beneath the ship canal with a station located at or West of 15th Avenue NW.

The advantages of a tunnel are readily apparent from the analysis in the February 15, 2019 Alternatives Development Report. The Report recognizes that a movable bridge "degrades systemwide reliability" due to exposure and a greater number of moving parts. Report, p. 21. In addition, a movable bridge would also have the "most potential in-water effects" on salmon and other aquatic habitats, as well as "temporary and permanent impacts to Fishermen's Terminal and other freshwater maritime businesses that would be hard to relocate," due to construction and to the presence of physical supporting structures that would restrict mobility and necessitate displacement. *Id.* A fixed bridge would improve reliability but would still impact maritime businesses and require consideration of "coordination with maritime properties, vessel traffic, fish windows, and tribal treaty fishing." *Id.*, p. 24. The physical impacts of bridge and elevated station infrastructure would also affect residents and businesses and increase congestion farther from the water. By contrast, a tunnel would "supports systemwide service reliability," "avoids potential permanent in-water effects," and avoids "impacts to Fishermen's Terminal and other freshwater maritime businesses in Salmon Bay." *Id.*, p. 29. The capital cost of a tunnel is higher; however, this one-time expense fails to account for the future financial benefits of increased reliability, reduced congestion and displacement, and minimized environmental impacts.

As one of the Project goals should be to connect with the heart of Ballard, we believe that the baseline for this is the 15th Avenue NW alignment, which serves the needs of the Project and the neighborhood. The Ballard Alliance requests that the following considerations guide the selection of station location and other choices:

1. The length of time of construction, particularly as it impacts traffic and congestion;

2. Current and potential future mobility and access for both industrial and commercial purposes along the entire 15th Avenue West corridor;
3. Minimizing conflict with local businesses and infrastructure;
4. The unique transportation needs of the BINMIC, including land- and water-based shipping;
5. Potential future lines of service that may connect east to the University of Washington, as well as north;
6. Station location should be sited to serve the highest current and future population density;
7. Opportunities to support local businesses and historic districts;
8. Aesthetic and urban placemaking opportunities to strengthen established communities;
9. Ensuring station access for all stations on all four corners of any tunneled station; and
10. Any bridge alternative should account fully for environmental impacts and reliability issues (including from required bridge openings) so as to reflect the true cost compared with a tunnel.

Additionally, we strongly support the consideration of a transit station located on 20th Ave NW, north of Market St. This best aligns with existing density in the neighborhood and prevents future conflicts between transit and freight mobility along 15th Ave NW. We strongly encourage Sound Transit to study this alternative during this once-in-a-generation alignment process.

Elements of an Environmental Impact Statement

The Ballard Alliance asks that Sound Transit complete a full review of all the elements and issues related to the environment as is required under the State Environmental Policy Act ("SEPA"), RCW 43.21C. The full scope of elements that the Ballard Alliance would like to have addressed in an environmental impact statement is listed in Attachment A.

In conclusion, the Ballard Alliance respectfully requests that due consideration be given to the existing businesses and residents that make Ballard the vibrant neighborhood it is today. This is a 100-year plus decision; it should strengthen and serve the vibrant Ballard core. Ideally, a station option would serve the heart of Ballard closer to 22nd & Market; however, given the early process to date, we think the best option is to locate an underground station at or West of 15th Avenue West. In addition to the major impacts that a bridge would have on the habitat in Salmon Bay and the distinctive industrial activities in the BINMIC, the economic and cultural value of the neighborhood as a whole should be a key consideration in evaluating Project alternatives.

Sincerely,

Mike Stewart, Executive Director
Ballard Alliance
5306 Ballard Avenue, Suite 216
Seattle, WA 98107

Tom Malone, Co-Chair
Ballard Alliance Ratepayer Advisory Board

Attachment A
Elements of an Environmental Impact Statement

Transportation

1. Plans and Policies
   a) Evaluate relevant plans and policies from Seattle's Comprehensive Plan relevant to the BINMIC and industrial land uses across alternatives.
   b) Evaluate relevant plans and policies from Seattle's Transportation plan relevant to the BINMIC and industrial land uses.
   c) Present and summarize Seattle's Freight Master Plan, present freight corridors and truck streets.
   d) Identify spot and corridor freight improvements in the Freight Master Plan within the project area, in particular on 15th Avenue NW. Ensure that these projects can be completed with the project alternative.
2. Arterials and Local Streets
   a) All changes in geometrics or channelization and redistribution of traffic and truck volumes that occur with the project alternatives should include an analysis of impacts to truck mobility (circulation, geometrics, capacity, traffic volume by time of day, and increase in travel time for truck movements).
3. Freight Mobility and Access
   a) Document truck street classifications; 15th Avenue W is a major truck street, a seaport highway connector, and on the heavy haul network.
   b) Document truck volumes on streets within the study area.
   c) Provide truck volume data by time of day for all approaches to study intersections and all intersections that could be affected by the project alternative.
   d) Prepare level of service analysis for the peak hour of truck volume for all intersections with classified truck streets.
   e) Ensure that intersection level of service analysis accounts for future bus volumes, bus priority signalization and pedestrian volumes.
   f) For arterials with an increase in traffic volume, provide an estimate of the increase in truck travel delay during the AM and PM peak hours, and the peak hour of truck traffic.
   g) Evaluate and compare for each alternative the hours of the day with LOS F congestion on the facilities that cross Salmon Bay and include estimates of delay with bridge openings.
   h) Identify all changes to truck access at driveways and including any turn restrictions that alter access to industrial areas.
   i) Show street and arterial design for elevated and at-grade segments. Ensure that modifications to 15th Avenue NW integrate improvements in the Freight Master Plan.
4. Safety
   a) Identify intersection and driveway conflict points at locations used by trucks and non-motorized vehicles.
   b) Evaluate sight distance at locations identified above.
   c) Collect truck volume data by time of day at locations identified above and forecast truck volumes. Estimate nonmotorized volume at locations identified above.
   d) Identify any increase in risk to safety as in conflict with Seattle's Vision Zero plan.
5. Construction Impacts

a) Given the length of time of construction; and the economic sensitivity of industrial lands to traffic, congestion, and mobility; prepare the above analysis for impacts during construction.

6. Indirect and Cumulative Impacts
   a) Include freight travel and truck mobility in the analysis of indirect and cumulative impacts.

7. Mitigation
   a) Identify mitigation for identified decrease in truck mobility.
   b) Evaluate potential impacts of mitigation measures to truck mobility.

Acquisitions, Displacements, and Relocations

1. Analysis should include the interdependency of industrial businesses and the dependency of industrial businesses on a working waterfront. The loss of one business may create a subsequent loss of interdependent businesses.
2. Analysis should include the potential for economic impacts on industrial lands to induce acquisitions, displacements, and relocations.

Land Use

1. Clearly present the geographic area of the BINMIC.
2. Clearly present the interdependent industrial land uses between the BINMIC and all other industrial areas in Seattle and regionally.
3. Clearly present the interdependent industrial land uses, their dependency on the Seattle's freight corridors and a working waterfront.
4. Clearly present the freight network, truck volumes, and explain how freight movement on the freight network relates to the industrial land uses.
5. Identify how any impacts to truck mobility caused by the project impacts the BINMIC industrial land uses.
6. Present City of Seattle Comprehensive Plan policies relevant to the BINMIC and industrial land uses. For example, LU 10.16 that states, "Prohibit uses that attract large numbers of people to the industrial area for nonindustrial purposes, in order to keep the focus on industrial activity and to minimize potential conflicts from the noise, nighttime activity, and truck movement that accompanies industrial activity."
7. Evaluate the potential for station locations to open up the industrial areas to non-industrial uses which we oppose.
8. Evaluate and present the City of Seattle neighborhood plan and policies for the Ballard/Interbay Northend Manufacturing & Industrial Center (BINMIC). The policies are quite thorough and provide clear policy direction to provide truck and freight mobility through and within the BINMIC.

Economics

1. Provide relevant economic data for the BINMIC including the quantity of industrial lands, types of industry, number of jobs and level of pay, and contribution to the regional economy.
2. Evaluate economic impacts on industrial lands due to; acquisitions, displacements, and relocations, and whether or not these impacts can be mitigated.

3. Evaluate economic impacts of decreased truck mobility and additional travel time impacts locally and regionally.

Social Impacts, Community Facilities, and Neighborhoods

1. Present and evaluate City of Seattle Comprehensive Plan policies relevant to protecting industrial jobs.
2. Evaluate the impacts of job loss due to economic and land use impact to industrial lands.
3. Evaluate the importance of the industrial community to the Ballard neighborhood.
4. Evaluate the opportunities for urban design statements and placemaking that supports the existing Ballard community, especially west of 15th Avenue and in the historic districts.

Air Quality

1. Evaluate changes in local truck movement due to project alternatives and the potential increase truck travel and idle time on the street network and at intersections.
2. Evaluate increase in truck travel time for regional movements due to reduction in capacity along alternative routes and include this analysis in air quality analysis.
3. Evaluate impacts described above for the peak of truck travel.

Energy Impacts

1. Include the factors described above for Air Quality to identify the increased energy consumption of increased truck travel, truck delay, and truck idling.

Hazardous Materials

1. Identify the existing movement of hazardous materials from industrial land uses.
2. Identify the effect of mobility impacts, locally and regionally, on the movement of hazardous materials.
3. Identify alternative movement of hazardous materials due to any restrictions to hazardous materials resulting from the project; including local constraints and reduction in capacity within alternative corridors.
4. Identify reasonable mitigation of any Acquisitions, Displacements, and Relocations of industrial land uses with movement of hazardous materials.

Environmental Justice

1. Evaluate environmental and social justice impacts to industrial jobs.

HCMP | Hillis Clark Martin & Peterson P.S.

April 1, 2019

Via E-mail and U.S. Mail

Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
wsbscopingcomments@soundtransit.org

Re: Public Comment
ST3: West Seattle - Ballard Link Extensions
Delridge Station Area

Dear Ms. Swift:

We represent The Charles & Emma Frye Free Public Art Foundation. The Foundation owns real property at 2414 SW Andover Street, commonly known as the Frye Commerce Center. The property fronts on Delridge Way SW. Sound Transit's proposed routes in the Delridge Station area appear to impact the Property. Two of the three proposed route options involve an elevated rail line above Delridge Way SW. The third route would put an elevated line down the heart of our client's property.

This letter provides the Foundation's comments and concerns regarding Sound Transit's proposed routes around the Frye Commerce Center. The Foundation welcomes the opportunity to meet with Sound Transit's decision makers to discuss further the points in this letter.

A. Background

The Frye Art Museum has for almost 70 years provided the people of Seattle with free access to world class art. In addition to offering free admission to

the museum, the Frye is committed to community outreach and arts education, and has decades of proven success implementing high-quality arts engagement programs. Serving a wide demographic, some of the programs the Frye offers are free after-school art classes to under-served and disadvantaged students, studio workshops, art history lectures, and a creative aging program. Last year, the Frye offered over 950 programs serving more than 19,000 people.

The Museum has been successful providing all of the above thanks to the generosity of donors and the Foundation, which contributes its entire net earnings to the Museum. The Foundation's earnings are comprised of rent from tenants on properties the Foundation owns in and around Seattle. The Frye Commerce Center is one such property. The continued viability of this property is important ultimately to the Frye Art Museum's ability to continue providing the public with access to art at no charge.

The Frye Commerce Center is an approximately 4.4-acre business park located along Delridge Way SW. The Center's tenants include businesses that provide critical services to the area while contributing to the neighborhood's character. One such business includes Alki Beach Academy, a child care services provider for children aged six weeks to six years. The tenants also include a dog boarding house, a coffee shop, delis, a credit union, and other businesses all of which provide important local amenities and contribute to the character of the neighborhood.

B. Impacts of Proposed Routes

Sound Transit has proposed three options around the Center, each of which would impact the property and its tenants in unique ways. For clarity, we have attached a conceptual design depicting the three options, which we obtained from Sound Transit.

The first option is depicted in orange - an elevated line over the existing public right-of-way with the station located south of SW Andover Street. This is the Foundation's preferred option because it will have the least impact on the Frye Commerce Center and its tenants. This is not to say that the orange route has no impact, however. Based on the initial conceptual design, the orange route will impair views to the west, add new sources of noise, increased traffic, and may place new demands on parking. As noted above, the Commerce Center's tenants include a child care facility that must meet state and local standards. The Foundation is particularly concerned about the proposed routes' impact on the

child care facility's operations. As child care resources are already in short supply in Seattle, it will not serve the community's interests to lose this valuable resource.

It is also unclear whether the pylons supporting the elevated line would stand in the public right-of-way or on the Foundation's property. Installing pylons on the Foundation's property will have substantially more significant impacts, including impediments to parking and pedestrian access to facilities and, quite possibly, demolition of the facilities themselves.

The second option is depicted in red - an elevated line over the existing public right-of-way with the station located adjacent to the Commerce Center. This design would have all of the impacts of the orange route but likely at a greater level of intensity. Noise, and impacts on views, traffic, and parking would all be greater if the proposed station was immediately in front of the Commerce Center. For this reason, the Foundation disfavors the "red route."

The third option is depicted in blue - an elevated line running through the heart of the Commerce Center. This is the least preferred option. We expect it will have substantial detrimental impacts to the property and may require Sound Transit to purchase the entire site. In addition to the impacts identified above, locating the line through the heart of the Commerce Center will likely require Sound Transit to demolish or significantly damage the existing facilities. Tenants will need to vacate the property, likely never to return. The neighborhood would lose important amenities and character with no certainty that it will be replaced with like businesses. The Foundation strongly urges Sound Transit to reject the "red route" and the "blue route" in favor of the "orange route."

C. Environmental Impact Statement

Sound Transit has also invited comment relating to the scope of analysis for the Environmental Impact Statement ("**EIS**") regarding this project. The Foundation urges Sound Transit to review, analyze, and address in the EIS the following elements of the environment:

- soils and topography
- air quality
- noise
- light and glare
- aesthetics

- historic and cultural preservation
- vehicular traffic and parking
- movement and circulation of people and goods
- schools (including certified child care services)

The Foundation looks forward to reviewing and commenting on the draft EIS when it is prepared.

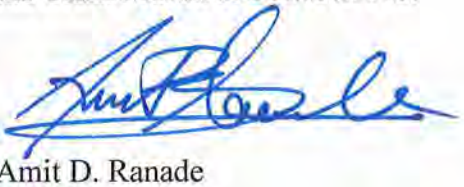
Finally, please note that these comments are preliminary in nature and based on information available on Sound Transit's website and conceptual designs. The Foundation is carefully monitoring this project and will evaluate options as Sound Transit moves through the process. The comments in this letter do not constitute a complete or final list of the environmental, commercial, and economic impacts the project will have on the property. These comments are intended to share the Foundation's initial concerns based on early conceptual design drawings.

The Foundation understands and appreciates the importance of bringing light rail to West Seattle, and it thanks Sound Transit for the opportunity to share early comments. The Foundation looks forward to working with Sound Transit in identifying the route that best balances the needs of the project with the interests of the community.

If you have questions or wish to discuss the Foundation's letter, please do not hesitate to call or write.

Very truly yours,

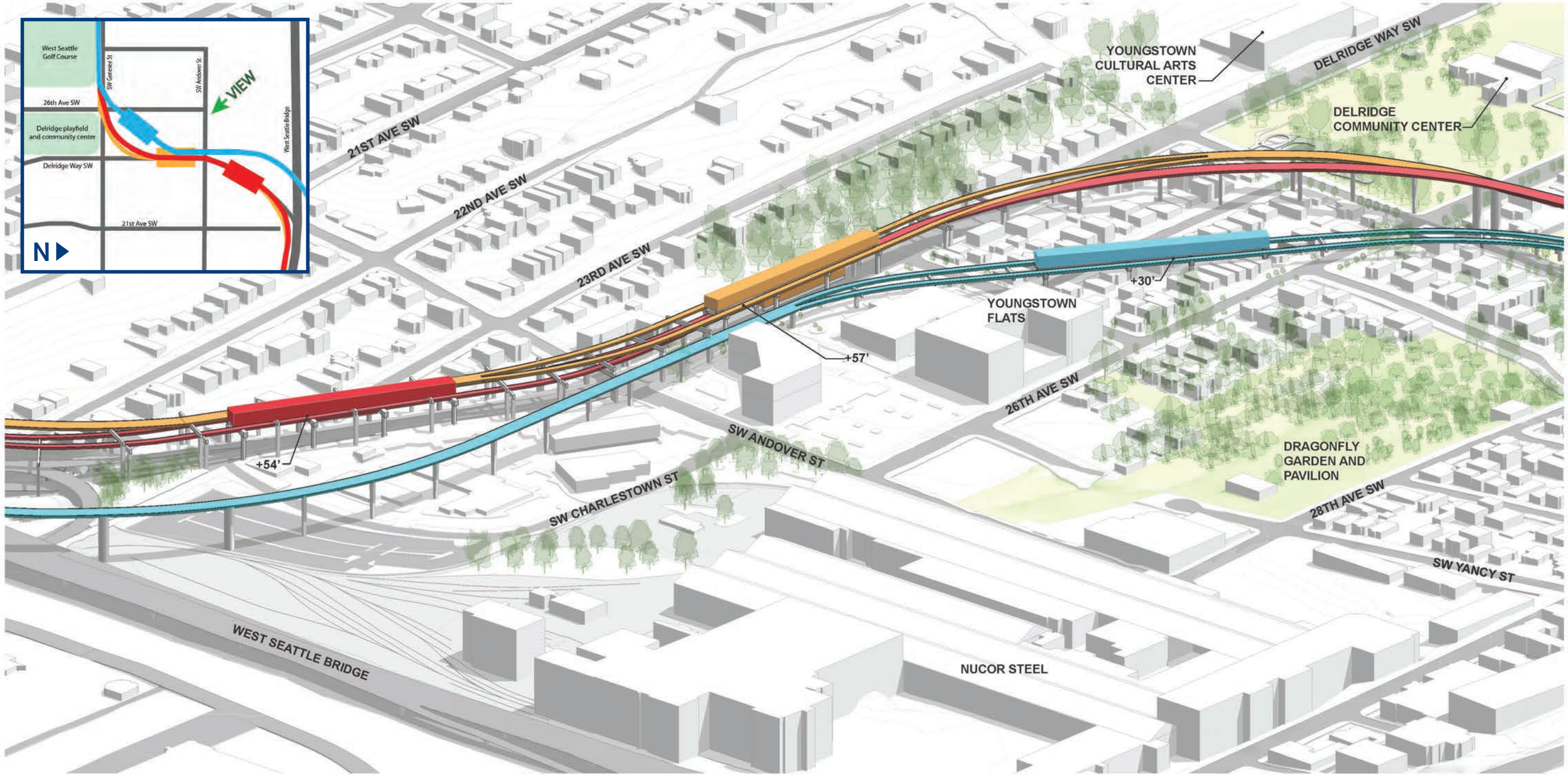
Hillis Clark Martin & Peterson P.S.



By
Amit D. Ranade

Enclosure
cc: Client
ND: 15071.004 4842-1222-2859v2

West Seattle: Delridge Station area overview



VIEW LOOKING SE

This visualization is based on limited conceptual design and intended to inform comparison between alternatives.

HCMP Law Offices | Hillis Clark Martin & Peterson P.S.

April 1, 2019

Via E-mail and U.S. Mail

Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
wsbscopingcomments@soundtransit.org

Re: Public Comment
ST3: West Seattle - Ballard Link Extensions
SODO Segment

Dear Ms. Swift:

We represent The Charles & Emma Frye Free Public Art Foundation. The Foundation owns real property at 1765 6th Avenue South, commonly known as the Goodwill Building. The property is on the northwest corner of South Holgate Street and 6th Avenue South.

This letter provides the Foundation's comments and concerns regarding Sound Transit's proposed routes around the Goodwill Building. As with our letter regarding the impact to the Foundation's West Seattle Commerce Center property and Sound Transit's plans for the Delridge Station, the Foundation welcomes the opportunity to meet with Sound Transit's decision makers to discuss further the points in this letter.

A. Background

The Frye Art Museum has for almost 70 years provided the people of Seattle with free access to world class art. In addition to offering free admission to the museum, the Frye is committed to community outreach and arts education,

and has decades of proven success implementing high-quality arts engagement programs. Serving a wide demographic, some of the programs the Frye offers are free after-school art classes to under-served and disadvantaged students, studio workshops, art history lectures, and a creative aging program. Last year, the Frye offered over 950 programs serving more than 19,000 people.

The Museum has been successful providing all of the above thanks to the generosity of donors and the Foundation, which contributes its entire net earnings to the Museum. The Foundation's earnings are comprised of rent from tenants on properties the Foundation owns in and around Seattle. The Frye Goodwill Building is one such property. The continued viability of this property is important ultimately to the Frye Art Museum's ability to continue providing the public with access to art at no charge.

The Goodwill Building is located on an approximately 3.8-acre site occupied entirely by Seattle Goodwill, an important and historic non-profit organization in our community. This building is comprised of Goodwill's main processing warehouse where incoming items are sorted and distributed to local Seattle Goodwill locations. This building also includes Goodwill's outlet and bulk-sale store open to the public; it is the last stop on the journey donated items take from the donor to recycling and disposal processing facilities. This building's location and configuration are vital to its operations - daily, large commercial vehicles and trucks are able to access the multiple loading bays and customers have an easily accessible outlet store for their needs.

B. Impacts of Proposed Routes

Sound Transit is currently studying three route options around the Goodwill Building. At least two options appear to impact the Goodwill Building in significant ways. Attached is a conceptual planning document obtained from Sound Transit that appears to depict three alternative routes for the Ballard-to-West Seattle line south of Stadium Station.

The first option is depicted in red. This option appears to run west of the railroad right-of-way abutting the Goodwill Building to the west. This is the Foundation's preferred option because it appears to have the least impact on the Goodwill Building. This is not to say that the red route has no impact, however. This route will add new sources of noise, increased traffic, and may place new demands on parking in the area. As noted above, the Goodwill Building plays a unique role in Goodwill's overall operations. It is imperative that large

commercial vehicles can access the property. In addition, increased rail traffic in the area may cause travel delays that could impact Goodwill's operations. We hope these impacts are minimized so that Goodwill can continue operations on the property; it will not serve the community's interests to lose this valuable resource.

The second option is depicted in yellow and brown. This route appears to have a direct impact on the Goodwill Building - possibly requiring changes to or a complete demolition of the existing Building structure.

The third option is depicted in shades of blue. This route also appears to have a direct impact on the Goodwill Building, including possible changes to or demolition of the existing Building structure.

For perhaps obvious reasons, the Foundation strongly opposes the second and third options. These options would likely require Sound Transit to take the entire property and would result in Goodwill vacating this unique Building. Goodwill's ability to find a site with similar access and location is uncertain at best. Our community could lose a valuable employer and resource. The Foundation urges Sound Transit to reject the second and third options in favor of the first option, which appears to locate the new line on the west side of the existing railroad right-of-way without impact to the Goodwill Building.

C. Environmental Impact Statement

Sound Transit has also invited comment relating to the scope of analysis for the Environmental Impact Statement ("**EIS**") regarding this project. The Foundation urges Sound Transit to review, analyze, and address in the EIS the following elements of the environment:

- soils and topography
- air quality
- noise
- light and glare
- aesthetics
- historic and cultural preservation
- vehicular traffic and parking
- movement and circulation of people and goods
- schools (including certified child care services)

The Foundation looks forward to reviewing and commenting on the draft EIS when it is prepared.

Finally, please note that these comments are preliminary in nature and based on information available on Sound Transit's website and conceptual designs. The Foundation is carefully monitoring this project and will evaluate options as Sound Transit moves through the process. The comments in this letter do not constitute a complete or final list of the environmental, commercial, and economic impacts the project will have on the Goodwill Building. These comments are intended to share the Foundation's initial concerns based on early conceptual design drawings.

The Foundation understands and appreciates the importance of bringing light rail to Ballard and West Seattle, and it thanks Sound Transit for the opportunity to share early comments. The Foundation looks forward to working with Sound Transit in identifying the route that best balances the needs of the project with the interests of the community.

If you have questions or wish to discuss the Foundation's letter, please do not hesitate to call or write.

Very truly yours,

Hillis Clark Martin & Peterson P.S.

By
Amit D. Ranade

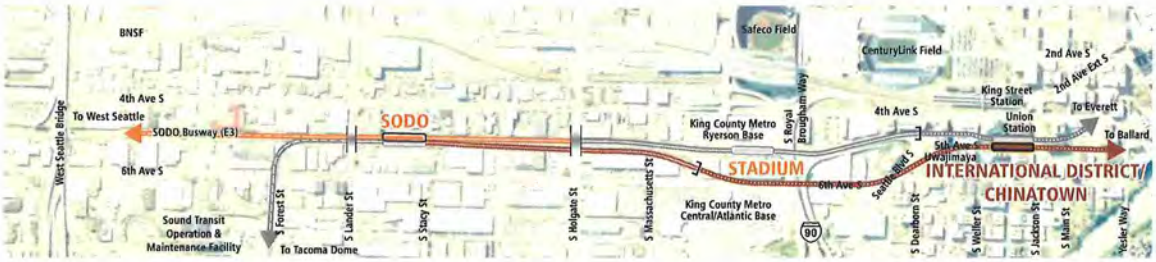
Enclosure
cc: Client
ND: 15071.004 4835-5802-7919v2

West Seattle and Ballard
Link Extensions

SODO segment - Level 3 alternatives

KEY MAP

- West Seattle extension/Station area
- Ballard extension/Station area



LEGEND

ST3 Representative Project
- Elevated alignment
- Surface alignment
- Tunnel alignment
- Elevated station
- Surface station
- Tunnel station

West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated
- Elevated alignment
- Surface alignment
- Tunnel alignment
- Surface station
- Tunnel station option (shallow or deep)

West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel
- Elevated alignment
- Surface alignment
- Tunnel alignment
- Tunnel alignment option
- Surface station
- Tunnel station option (shallow or deep)

- Approximate portal location
- Street overpass
- Existing elevated alignment
- Existing surface station
- Existing surface alignment
- Existing tunnel station
- Existing tunnel alignment

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Seattle WA 98104
T 206.624.5633
F 206.624.5634
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Community Recommendations for Sound Transit

Background

For the past 47 years, CISC has been helping immigrants throughout King County achieve success in their new community by providing information, referral, advocacy, social, and support services.

CISC is committed to advocating for environmental justice for immigrant communities through the following guiding principles: • community driven strategies, • the influence and decision making of those most affected, • strong accountability, and • solutions that recognize complexity and interdependence, as stated in the Equity and Environment Agenda, released by City of Seattle in 2016.

We really appreciate Sound Transit's effort in reaching out to the community of colors in the area for inputs and feedback of the project and make sure all voices will be heard. It's a very valuable opportunity and experience for non-English immigrants to be able to participate in civic matters, especially the one may have impact to their everyday lives.

After the community engagement process related to the West Link Light Rail station kicked off in 2018, CISC saw a gap related to who and how community members were engaged. Thus, in late 2018, CISC conducted two community meetings for Chinese immigrants at our headquarters in the Chinatown/International District. More than 75% of the participants are parents with children. Childcare was provided in the meeting. In general, participants at the community meetings were very excited about the expansion of the new light rail project in the Chinatown/International District neighborhood. They actively shared their expectations, concerns, and questions and how would they like to receive future updates on this project's progress.

Focus of the Community Conversation

The discussions at our community meetings focused on the following key areas:

1. Expectations related to the new light rail station
2. Questions about the construction project and light rail
3. Access information and updates about the project
4. Feedback channels

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F 206.624.5634
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Highlights from the community meeting discussions included:

1. **Expectations for the New Light Rail Station**

- **Accessibility** – Participants expected that the station entrances/exits would be accessible for seniors, people with mobility issues, and families with children in strollers. Seats should also be available in the waiting area, as well as restrooms and a family room.

- **Safety** – Strict safety measures should be in place to reduce/minimize the risks for riders when boarding the escalators or elevator, especially senior riders, riders with mobility issues and families with young children. A safety plan should be made clear to the community in the event of a disaster, such as an earthquake.

- **Usability** – The station should include clear, multilingual signs with graphic illustrations, good interior lighting, and ventilation. A simple transfer process to other forms of transportation should be in place at the new station. They felt it was important to minimize the amount of walking and the length of the wait time related to such transfers.
- **Community Centric** – The new station should reflect community values and cultures in the Chinatown/International District. Efforts should be made to collaborate with community members on the co-design of the exterior and interior of the station.

- **Education/Empowerment** – Community members should be well informed of the potential and actual environmental and economic impacts before, during and after the construction.

2. **Questions**

- **Funding of the project** – What is the participation of the federal government, Washington State, King County and the City of Seattle? Is there the possibility of acquiring additional tax dollars for the project?

- **Environmental Impacts** - What are the environmental impacts and safety concerns (especially due to Seattle's location in an earthquake zone)? What about the impacts of noise pollution and air pollution during construction?

- **Emergency Plan** - What is the emergency plan in case of a natural disaster such as an earthquake or a blackout? How will riders and community members be informed?

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- **Big picture** – What will the infrastructure look like? Will there be additional parking for park and ride? How will people living in the neighborhood and people who are coming in and going out of the area be impacted?

3. **Access Information/Project Updates**

- **CBOs** – Community members would like to receive updated information on the project through/at community-based organizations in the neighborhood. In-person communication is preferred.

- **Language** – Information should be shared in languages community members can understand, including high level and technical information, whether it is through in-person communication or through mailers and other publication materials.

- **Other Communication Channels** – Other recommended communication channels include making information available through local newspapers; publications available in libraries, supermarkets, schools, etc.; and/or by phone, email and other multimedia.

4. **Feedback/Comments**

- **In-person Communication** – Community members identified in-person communication as the most preferred way of giving feedback to the project staff.

- **Multimedia Channels** – In addition to in-person communication, other multimedia channels for feedback/comment should be available in languages spoken by the community members.

Recommendations from CISC

Based on our organization's day-to-day experience of working and communicating with immigrants who rely on public transportation for their transportation needs and to make sure their voices are heard, CISC would like to make the following recommendations to Sound Transit regarding to the new construction project of the light rail in the Chinatown/International District:

- **Engagement is empowerment, empowerment starts with education** – For non-English speaking stakeholders, information is knowledge, which empowers them to be involved in civic matters. Immigrant stakeholders should be informed about all possible environmental, health and economic impacts associated with the expansion of the light rail to the Chinatown/International District. Therefore, educational elements should be incorporated into the public engagement materials.

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- **Partnerships with local gathering places for stakeholders** – Establish partnerships with community-based organizations, schools and libraries in the Chinatown/International District and Beacon Hill neighborhoods, where most stakeholders reside, in order to create an engagement plan related to when and how project information will be disseminated to non-English speaking immigrants.

- **Ongoing community engagement** – Prioritize periodic in-person community engagement activities at different popular locations in the neighborhoods where most stakeholders reside or gather. Provide on-going updates of the project via different communication channels such as local newspapers, brochures, and mailers. Information about key aspects of the project and its progress should be available in languages spoken by the stakeholders. This should be an ongoing cumulative process in which relationships and trust will be built and strengthened throughout the process.

As stated in our mission, CISC is committed to bridging cultures, communities and generations by creating opportunities for immigrants to succeed while honoring their heritage. For questions related to the community meetings and our recommendations, or in case there is any way CSIC would be able to further support Sound Transit in outreaching to non-English speaking immigrants, please feel free to contact Karia Wong at kariaw@cisc-seattle.org or 206-957-8538.

Denny Triangle Neighborhood Association

c/o 1700 Seventh Avenue, Suite 1800, Seattle, WA 98101

West Seattle and Ballard Link Extensions EIS Scoping
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Monday, April 1, 2019

Via eMail: wsbscopingcomments@soundtransit.org

Dear Ms. Swift,

The Denny Triangle Neighborhood Association submits the following thoughts for consideration in scoping of the Environmental Impact Statement for the Sound Transit West Seattle and Ballard Link Extensions through the Denny Triangle and South Lake Union neighborhoods.

Perhaps the most significant urban revitalization in America today, the economic vitality and urban vibrancy of Denny Triangle is critical to Seattle's emergence and competitiveness as a driver of the global technology and diverse mixed-use real estate economies. Its success is predicated on the community-driven and City-adopted principles outlined nearly a decade ago in the SLU Urban Design Framework and SLU/Uptown Mobility Plan.

South Lake Union and Denny Triangle stakeholders are in consensus that the "Blue Line" configuration with station facilities at 1. Denny Way / Westlake Ave. and 2. Harrison Street / Dexter Ave. best serve our North Downtown communities. These locations provide the best access to the high-density commercial and residential populations both south and north of Denny, including the SLU core and new employment centers north of Mercer Street along with multiple access points and intuitive walksheds to the Seattle Center.

Transit Oriented Development and/or access points to station facilities in partnership with existing property owners is desirable, and the utilization of surplus City of Seattle properties at or near system access points provides opportunity to ease deficiencies in Seattle's workforce and low-income housing inventory.

While the benefit of the West Seattle and Ballard Link Extensions is profound, our community strongly encourages Sound Transit to consider the following impacts of the construction process and system configuration on its scoping of the EIS.

Existing Transportation Infrastructure: Existing mobility infrastructure in South Lake Union and Denny Triangle has already been heavily impacted by an unprecedented quantity of commercial construction as well as the installation of the new electrical distribution system disseminating from the Denny substation. Construction of a station facility at the Denny Way / Westlake location is expected to disrupt existing Bus Rapid Ride service along Westlake Avenue and Denny Way and existing Streetcar service along Westlake Avenue. Both essential to the South Lake Union and Denny Triangle workforce. Furthermore, it is essential to consider the importance of efficient and unimpeded operations of private-

workforce bus service operated by neighborhood employers. The impacts associated with construction of the new stations must be sensitively mitigated to minimize disruption to business activities and residential life.

Pedestrian Flow and Safety: The safe, intuitive and efficient passage of pedestrians is crucial in South Lake Union and Denny Triangle. Close attention will be necessary to mitigate the pedestrian barriers that currently exist at Denny Way and Westlake Avenue to the south and Mercer Street and Dexter Avenue to the north. Exploring the utilization of station facilities and their access points as innovative passages to cross these barriers is encouraged.

Businesses: While the reasonably "short-term" impact of construction on local businesses is understandable, it is critical that intuitive and safe access to businesses be consistently provided, both for the local workforce and for visitors. These impacts should be considered not just on the major employers but also on the viability of street-side retailers that provide diversity and the defining character of South Lake Union and Denny Triangle. Other major considerations include the impacts of sidewalk closures, construction vibration (especially on the health-sciences infrastructure) and potential disruptions to freight hauling and short-term street parking.

Environment: Environmental concerns include noise, light pollution (if construction is allowed after daylight hours), air-borne particulate matter and storm water and construction run-off.

Impacts to The Neighborhood & Livability: "Livability" is an important byword in South Lake Union and Denny Triangle. It is essential to maintain a construction-period aesthetic that is commensurate with the community character and cultural life of North Downtown.

Permeability through the transportation infrastructure within our community can enhance neighborhood livability and improve the usability of the facility itself.

We strongly encourage the incorporation of public art, landscape planting and a variety of cultural amenities, not just within the boundaries of station facilities, but extending into the neighborhood. These could be project specific or implemented in conjunction with existing or planned cultural improvements, especially streetscape improvements.

Finally, while we are focused specifically on South Lake Union and Denny Triangle, it is imperative that corridor configuration, infrastructure and planning elsewhere in the line be designed to avoid a negative impact on system reliability. There is concern that system disruption resulting from bridge openings and other issues would negatively impact confidence in the system and ultimately ridership.

The community leaders of South Lake Union and Denny Triangle look forward to working together with Sound Transit in the efficient construction and timely completion of the West Seattle and Ballard Link Extensions.

Respectfully,

Howard Anderson

Howard Anderson, Chair
Denny Triangle Neighborhood Association

Downtown Seattle Association

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Mike Flynn
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John Hanley
Yogi Hutsen
Stephen Koehler
Bill Lewis
Jane Rakay Nelson
Richard Redman
J. Michael Rona
H. Jon Runstad
Judith Runstad
Richard Stevenson
Frederic Weiss

Sound Transit
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

April 1, 2019

Dear Ms. Swift,

On behalf of the Downtown Seattle Association, I want to thank Sound Transit for your continued comprehensive process in evaluating alignment and station options for the West Seattle and Ballard Link Extensions Project.

In 2016, we shared with you three principles that remain relevant today, that we believe important to informing these significant investments:

1. Investments must focus on serving current and future jobs, residential hubs, cultural assets and regional growth centers.
2. The alignment should maximize overall capacity and ridership, but not at the expense of existing modes of transportation or the existing right of way.
3. We should build for the long-term, to prepare for future demand and flexibility as well as to allow future expansion of lines through Ballard and West Seattle.

The efficient movement of people and goods to and within downtown Seattle is vital to our urban core and regional economy. Downtown Seattle's ability to attract and retain businesses, residents, and visitors depends on a robust transit system and it is for these reasons that the DSA and its members actively supported Sound Transit 3.

As we consider the 100-year investment that Sound Transit is making in downtown as a part of the West Seattle and Ballard Link Extensions Project, we want to ensure it supports the growth of the center city for decades to come and leverages the existing neighborhood assets. In review of the project Purpose and Need statement, we urge you to study the following as part of your environmental review:

- Study all options in the Level 3 analysis in the Draft Environmental Impact Statement. At present time, there is not enough information to determine if any of the identified stations or alignments are technically and financially feasible to build, operate and maintain.
- IDS/Jackson Hub must have in-station, accessible, quality, and easy-to-navigate transfers between light rail, Sounder and Amtrak in an effort to develop the area meaningfully for residents of Chinatown ID and Pioneer Square as well as users of the entire system.
- Review 4th Avenue alignments and stations in the options under the environmental review, to better connect our existing transit assets and minimize neighborhood disruption and construction impact.
- Evaluate cost sharing opportunities/efficiencies with the Seattle Department of Transportation regarding the replacement of the 4th Avenue Viaduct.
- Study usability impacts, such as decreased ridership and burdensome and lengthy transfers, associated with creating deep mined stations that are only accessible via elevator.
- Evaluate and address impacts to vulnerable populations in the CID and Pioneer Square.
- Review the opportunity for a below-grade connection from a 5th or 4th Avenue Station in the CID through to the King Street Station and Amtrak and Sounder.

- Address opportunities for meaningful Transit Oriented Development in construction and station area planning across the system. Specific areas of interest include SODO station and Ryerson Base area, CID/Pioneer Square and Westlake.
- Create meaningful opportunities for bus/streetcar to rail transfers at major hubs and at the end of the lines. This includes ensuring bus and streetcar operations are not unduly impacted by construction or operation of light rail.

Additionally, in order to create a world-class transit experience, we request Sound Transit study the reconfiguration of Union Station Plaza to create a premier transfer environment and community asset with programmable public space while reactivating Union Station as a functioning transit station that incorporates retail and activation while maintaining access to light rail, Sounder and Amtrak service.

Finally, regarding overall impacts to the transportation system, any significant disruption of streetcar operations during future light rail station development is unacceptable and will negatively impact mobility. As stated in the beginning of this letter, our second principle is to "…maximize overall capacity and ridership, but not at the expense of existing modes of transportation or the existing right of way." The Center City Connector Streetcar is scheduled to be complete in 2025. Streetcar operations must not be truncated in Chinatown or at Westlake during construction of ST3. As part of scoping and environmental review, Sound Transit should study all options to keep the streetcar operating through construction, impacts to streetcar operations associated with construction and costs associated with re-routing or other mitigation measures. Sound Transit should assume responsibility for the costs associated with these potential impacts.

The benefit that ST3 will provide our city and region will be significant. Station design and the ultimate configuration of the alignment should be evaluated and developed to reflect the long-term nature of this investment. We understand the complicated partnerships that are likely required to accomplish these goals and we stand ready to assist. Thank you for your continued thoughtfulness and stewardship of the investment voters have entrusted to you.

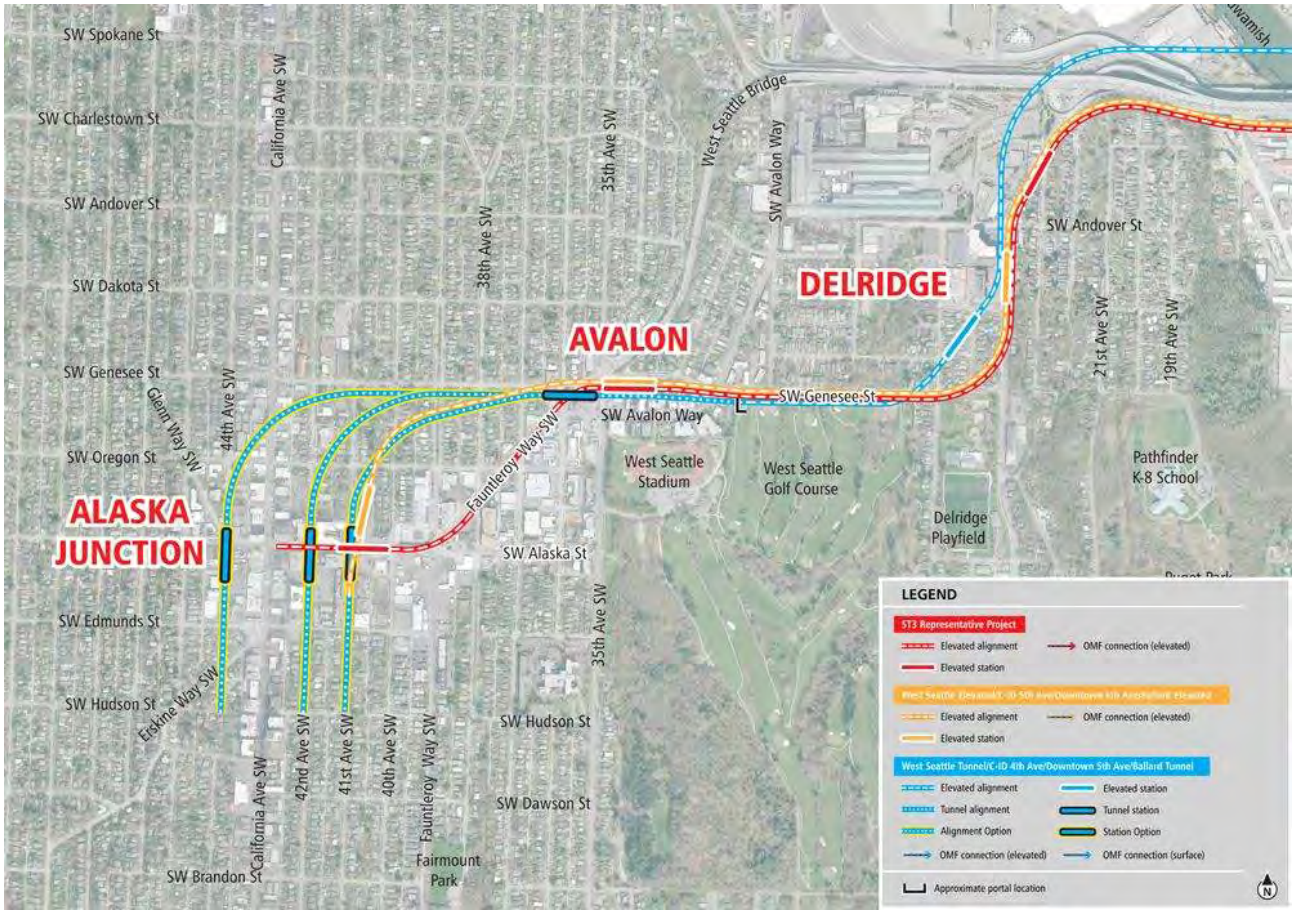
Best Regards,

Don Blakeney
VP, Advocacy & Economic Development
Downtown Seattle Association

EAST ALASKA JUNCTION NEIGHBORHOOD COALITION

EIS Scoping Comments
West Seattle and Ballard Link Extensions

[April 2019]



Index of Topics

Executive Summary

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Signatures

1. Acquisitions, Displacements, and Property Value
2. Alternatives (Route, Station Locations)
3. Construction Impacts
4. Economics and Cost
5. Ecosystems and Natural Resources
6. Future Extension and Neighborhood Planning
7. Geology, Soils, and Seismic
8. Land Use and Zoning
9. Noise and Vibration
10. Parks and Recreational Resources
11. Safety and Security
12. Social Justice and Equality
13. Transportation (traffic, navigation, transit, pedestrian)
14. Visual and Aesthetics
15. References

Executive Summary

The membership of the East Alaska Junction (EAJ) Neighborhood Coalition believes:

1. A tunnel is the best option for delivering light rail service to West Seattle and Alaska Junction based on the available alternatives.
2. The current “Yellow/Orange” Elevated Alternative will create a permanent scar across a thriving East Junction community; one that is a vibrant, evolving tapestry of single and multi-family residential housing.
3. Any above ground option entering the Junction will set a terrible precedent for future light rail expansion. If elevated, any progress south to neighborhoods like High Point, White Center, and Burien will involve the decimation of hundreds if not thousands of West Seattle residences, forever altering West Seattle and creating an artificial barrier between neighborhoods.
4. Light rail is a generational decision. The options chosen will be in place for the next several decades. Decision makers and planners should not be tempted by quick and easy alternatives, but instead support and build something the entire community can be proud to pass on to future generations of Seattle.
5. Prior alternatives, including the “Purple” Pigeon Ridge / West Seattle Tunnel, Level 2 Alternative (“Purple Line”) and “Pink” Yancy Street / West Seattle Tunnel, Level 1 Alternative should be brought back for analysis during the EIS.

The subsequent pages of this report present the coalition’s views within the framework of environmental impact studies.

About the East Alaska Junction Neighborhood Coalition

We are local residents advocating for well-planned transportation in West Seattle. We support and look forward to the arrival of a new Link Light rail extension in our area but have concerns about the proposed plans and their impacts on the East Alaska Junction area. Our coalition has more than 50 active members and our website can be found at www.eastjunctionneighbors.org. If you have any questions or comments, you can email us at eastjunctionneighbors@gmail.com. The report below was prepared in collaboration with members of the coalition.

Signatures

The report above was prepared in collaboration with members of the coalition whose name are listed below:

#	Name	Email
1	Amir Sadrpour	elexira@yahoo.com
2	Jen Shaughnessy	jennifers@johnlscott.com
3	Kara Loeppky	kara@loeppky.com
4	Steven Loeppky	stvn@loeppky.com
5	Charlie Able	charliemable@gmail.com
6	Paul Dieter	pauldieter@icloud.com
7	Aimee Riordan	aimee.riordan@gmail.com
8	Lisa Pascual	pascual.lisa1@gmail.com
9	Larry Pascual	lrrypscl@gmail.com
10	Sharlene McCambridge	Sharlenebuffington@gmail.com
11	Brian Hughes	brian.j.hughes@gmail.com
12	Kathy McNamara	k.mcnamara.83@gmail.com
13	Danielle Franco-Malone	daniellefranco@gmail.com
14	Jason Franco-Malone	jaf228@gmail.com
15	Schuyler Markey	Schuyler.markey@aol.com
16	Mike Shaughnessy	mikes@elektronika.net
17	Larry King	le42king@comcast.net
18	Connie King	mc42king@comcast.net
19	Nick Wingfield	wingfield@gmail.com
20	Jude McAlpine	judimcalpine@hotmail.com
21	Janice Hendrickson	Schmittenz@hotmail.com
22	David Hendrickson	Schmittenz@hotmail.com
23	John McAlpine	johnmarkmcalpine@gmail.com
24	Jerry Simmons	callthemr@yahoo.com
25	Pete DeLaat	petedelaat@gmail.com
26	Sue DeLaat	smdelaat@gmail.com
27	Jerry Adona	jsadona@comcast.net
28	Randy Smith	randgsmith@msn.com
29	Karen Dahl	karead@msn.com
30	Tim Woodland	tmwoodland@gmail.com
31	Raquel Reynolds	1000rockie@gmail.com
32	David Martinez	davidgmartinez33@gmail.com
33	Grace Martinez	gracemartinez39@gmail.com

34	Michelle Braasch	michellebraasch@yahoo.com
35	Leslie Hale	lhale@seanet.com
36	Blythe Simmons	Glamouramalola@msn.com
37	James Rillera	jrillera@comcast.net
38	Joni Rillera	mutuelbaker@gmail.com
39	Joan Peterson	peterj@spu.edu
40	Karissa Ponischil	ponischi@seattleu.edu
41	Richard Sinai-Yunker	sinai.yunker@gmail.com
42	Andrejs Dimbirs	dimbirs@msn.com
43	Shirley Dimbirs	sdimbirs@gmail.com
44	Elizabeth Cunningham	libby_c@msn.com
45	Michael O'Leary	mike_o@fastmail.com
46	Peter Eby	reisteby@gmail.com
47	Amy Eby	amyeby@comcast.net
48	James Turner	
49	Emily Wingfield	emily.wingfield@gmail.com
50	Teresa Studebaker	Teresas@vancecorp.com
51	Linda Dominguez	dominlp1985@gmail.com
52	Ryan Betting	Longbranchconstruction@gmail.com
53	Enrique Martinez	Enriquesworld@aol.com
54	Peter Browman	pmark-browman@hotmail.com
55	Rowena Browman	rowena.browman@gmail.com
56	Dodi Monahan	dodi_monahan@hotmail.com
57	Sholeh Hakimelahi	sholehh@yahoo.com
58	Vera Richards	rrichards.vera@gmail.com
59	Ivo Janeba	janeba.i@live.com
60	Erin Ward	vashonite@yahoo.com
61	Mark Ward	mark_alan_ward@hotmail.com
62	Rachel Mishra	roxydox@gmail.com
63	Prag Mishra	prag.mishra@yahoo.com
64	Melina Wong	melinaswong@yahoo.com
65	Jet Singh	jetscingh@yahoo.com
66	Richard Green	westseattlegreens@gmail.com
67	Michael Tench	tenchmicheal57@gmail.com
68	Navid Fallah	navidfallah@gmail.com
69	Brooke Collins	collins.brooke@gmail.com
70	Chris White	cswhite100@gmail.com
71	Nastaran Nazemian	nazemian86@gmail.com

72	Gabriela Binder	gbinder500@hotmail.com
73	Denise Lathrop	delathrop@comcast.net
74	Tina Walters	tina.walters@gmail.com
75	Barbara Hieronymus	siliqua39@yahoo.ie
76	William Lutkus	awww@comcast.net
77	Wendy Scherer	wendywilliewyatt@yahoo.com
78	Jeannine Elms	citizenballard@gmail.com
79	Katy Vanderpool	katyvdp@gmail.com
80	Tim Riordan	tim.riordan@gmail.com
81	Julia Desmond	julia.desmond@gmail.com
82	Joe Fuller	Joe_fuller@comcast.net
83	Zoran Brlecic	zoran.brlecic@comcast.net
84	Tatjana Stankovic	tatjana.stankovic@comcast.net
85	Kenneth Moore	kl_moore@me.com
86	Rebecca Moore	ra_moore@me.com
87	Kevin Freitas	kevinfreitas.net@gmail.com
88	Connie Parsons	connie.parsons@gmail.com
89	Travis Oostmeyer	house@oostmeyer.com
90	Tara Elliott	taraelliott.me@gmail.com
91	Evonne White	wennove@gmail.com
92	Richard White	whiterlw@gmail.com
93	Nathan Oostmeyer	nathan.oostmeyer@gmail.com
94	Carly Bonora	carly.bonora@outlook.com
95	Sydney Bolken	
96	Kevin Corrigan	corrigankg@gmail.com
97	Christopher Burns	cvburns68@gmail.com
98	Anand Rajaratnam	anandsu@gmail.com
99	Carmine Pascucci	carminepas@comcast.net
100	Barbara Pascucci	barbarapas@comcast.net

101	Amanda switzer	Amanda.koller@gmail.com
102	Scott Caldwell	scottcaldwell47@gmail.com
103	Rick Koller	Rick.koller@gmail
104	Alicia Cummings	aliciaclaassen@hotmail.com
105	Tatiana Farid	amtf@comcast.net
106	Abdy Farid	af12.tennis@gmail.com
107	Andrew Norton	pandrewnorton@comcast.net
108	Bradi Jones	mrs_jonesb@yahoo.com

109	Colin Cashman	mccashman608@southseattle.edu
110	Steve Aird	ssaird2112@gmail.com
111	Stephanie Aird	steph.stephaird@gmail.com
112	Gordy Cole	gordyrcole@gmail.com
113	Judy Cole	judycole8962@gmail.com
114	David La Raus	lumberingstone@hotmail.com
115	Hillary Aldassy	haldassy@gmail.com
116	Heather Kirk	heather@kirkrileydesign.com
117	Tighe Urelius	turelius@yahoo.com
118	Lisa Coon	llcoon@juno.com
119	William Coon	
120	Michelle Comazzetto	mjlseattle@msn.com
121	Ryan Comazzetto	
122	Kristina Binder	kbinder500@gmail.com
123	Lucas Binder	lbinder500@gmail.com
124	Jeff Desimone	jgdesimone@yahoo.com
125	Miki Tamura	miki.tamura12@gmail.com
126	Peter Binder	psbinder@gmail.com
127	Scott Caldwell	scottcaldwell47@gmail.com
128	Alissa Moor	Alissamoor@gmail.com
129	Ben Moor	Benglen11@gmail.com
130	John Laplante	laplante@alum.mit.edu
131	Lisa Zerkowitz	asilzerk@comcast.net
132	Boyd Sugiki	ikigus@comcast.net
133	Rachel Merta	rachel.merta@gmail.com
134	Brynne Burkhalter	brynne_burkhalter@yahoo.com
135	Charles Burkhalter	cburkhalterjr@yahoo.com
136	Kevin Mullen	Krm56@msn.com
137	Benjamin Feigin	
138	Rene Commons	recommons@icloud.com
139	Lisa Wallace-Baker	lisa@danbakercreative.com
140	Dan Baker	Dan@danbakercreative.com
141	Hugh Johns	s.hughjohns@gmail.com
142	Michelle Johnson	michedwa08@gmail.com
143	Marcy Miller	marcylmiller@gmail.com
144	Judson Miller	judsonjmiller@gmail.com
145	Amy Youngblood	ybwest@sbcglobal.net
146	Veena Prasad	

147	Janice Robinson	Jkayr@hotmail.com
148	Radhika Makhija	
149	Vikram Baskaran	
150	Nathan Ferguson	edgeofpanic@gmail.com
151	Peter Mason	forgottenfavorite@yahoo.com
152	Sherri Mason	
153	Michael Morgan	mishamor@gmail.com
154	Fiona Booth	fionacbooth@gmail.com
155	Paul Damoth	hllclmber@msn.com
156	Michelle Trulson	jtruls@comcast.net
157	Jeff Trulson	jtruls@comcast.net
158	Michael Young	michaelb.young2@gmail.com
159	Joseph Lang	lang.jj@gmail.com
160	Caroline Bradbury	caroline@carolinebradburycounseling.com
161	Carlos Espinosa	mclos31@mac.com
162	Eduardo Espinosa	mclos31@yahoo.com
163	Sungwoo Choo	kswchoo@gmail.com
164	Dawn Hagen	dawn@dawnhagen.com
165	Susannah Herrmann	sus.herrmann@gmail.com
166	Daniel Gero	danielgero@comcast.net
167	Mónica Zárate	monicazarate13@yahoo.com
168	Myra Ferriols	myferriols@gmail.com
169	Robert Mccall	rcmccall@comcast.net

1. Acquisitions, Displacements, and Property Value

Construction Clearance
All of the current route proposals result in direct adjacency to residential properties. Sound Transit representatives have told property owners the guideway could come within 10ft of their property line or home. This adjacency will undoubtedly affect environment quality, property value, and safety.

We strongly suggest Sound Transit perform a through analysis of rail proximity to any inhabitable property and identify its impact on, but not limited to, the following issues: air quality, vibration, electromagnetic interference, soil stability, groundwater, runoff, access to natural light, and access to existing natural or urban views. For any of these issues (or any others identified by Sound Transit), Sound Transit should quantify the impacts as related to human health, safety, and property value. These issues should be analyzed as related to both construction and after completion.

Additionally, we strongly recommend Sound Transit identify and directly notify all property owners affected by any of these issues and relay the potential impacts as identified in their analysis. It is not enough for Sound Transit to only contact properties taken as part of Eminent Domain; if a property owner experiences any direct adverse impacts, it should be incumbent upon Sound Transit to alert them of the potential issues prior to final route selection.

Scale of Acquisitions
Within an area of less than 30 acres, and for a segment of less than 1 mile of track, the current "Yellow/Orange" line would require the demolition and taking of well over 100 properties, while creating substantial negative impacts on at least 50 to 100 more. This scale and density of community impact appears to be unprecedented in any light rail expansion project. Sound Transit was able to avoid hundreds of homes in the neighborhoods like Beacon Hill, the U-District, Roosevelt, and Maple Leaf by utilizing tunnel construction. If a tunnel was viable for these neighborhoods, why is it not the primary option for Delridge, Avalon, and Alaska Junction? How does the scale of the acquisition compare to other Link light rail expansions?

Proximity of Lines and Property Values
We recommend Sound Transit study the impact of elevated trains on property values. As there appears to be almost no precedent in Seattle for elevated rail passing through such dense, single-family, residential, this study should include data from other cities and should compare the values of similar properties in similar neighborhoods that are within 50 and 100 and 200 and 500 and greater than 500 feet from an elevated line.

Displacement in the Midst of Housing Shortage
Given the lack of affordable housing in Seattle, or any readily available housing stock is a well-documented and growing problem [1]. Sound Transit should carefully consider the implications of displacing (by its own estimates) more than 100 households when there are other viable options for development that would be far less disruptive, while keeping land on the table for future, transit-oriented development to better support Seattle's future housing needs. Sound Transit should also consider the broader impact the elevated "Yellow/Orange Line" would have on the

community given that many of the displaced households include current (or future) students enrolled in neighborhood schools.

Property Values during the Long Construction Stage
There are still years of planning ahead of home acquisitions. How will Sound Transit account for this during property evaluations? If sales stagnate during this planning period, will Sound Transit compensate homeowners accordingly?

Remedial Actions for Impacted Unacquired Houses
What factors and remedial actions does an EIS consider for properties that are not acquired but are negatively impacted by their close proximity to the elevated lines? This can be measured in terms of noise, traffic displacement, safety concerns, etc.

Social Impact on Relocated Residents
It may be assumed that many residents subject to relocation along the Yellow alignment have chosen to live in the interface between the urban village and established single-family homes. After displacement, what reasonable opportunity for relocations exist that offer the same lifestyle and quality of life people have chosen?

2. Alternatives (Route, Station Locations)

Phasing of Avalon Station
We believe that the Avalon station should be tabled from the current project scope and proposed as a “Phase-2” infill; similar to the S Graham Street Station; with any associated cost savings dedicated to funding the tunnel. The walksheds for Junction and Delridge stations already overlap in the location proposed for the Avalon station. A station at this location would serve a limited walkshed [10], destroy roughly 60 homes, and not serve as a robust transit connector.

What is the methodology used to determine the need for two stations within a 10-minute walkshed? This is crucial information since bus routes can be diverted for convenient transfers.
Are two stations necessary in such close proximity? Can shuttles/buses take less mobile riders to Junction and Avalon destinations? As bus ridership will likely go down with the introduction of light rail, has the reallocation of these resources to inner-west Seattle transit been considered and studied? This currently a need in West Seattle.

Current West Seattle proposals have fundamental problems
After more than a year of study and public commenting, PST has proposed an ST3 representative line that is deemed difficult for future expansion, a tunnel option that requires as-of-yet unsecured additional funding, and a destructive and unpopular elevated (yellow) rail line. We reviewed the detailed proposal document [2] to see if public comments inspired the current proposals, but nothing could be found. Consequently, we urge members of the ELG and Sound Transit Board to reconsider past alternatives.

Sound Transit Alternative Selection Process
Why did so few options make it to Level 3 for EIS consideration (compared to the quantity taken through EIS on ST2)? Is this an over-correction by Sound Transit to speed up the development

process at the detriment to residents and transit users? Have some good options dropped off the table because of schedule or desire to streamline the process?

Elevated Line & Destructive Future Expansion
The Alaska Junction Station associated with the elevated "Yellow/Orange Line" has been oriented North/South to allow for future extension of the light rail south the White Center and Burien. However, key expansion details are missing. Will future expansion of elevated line lead to more acquisition of houses along 41st Avenue? Will the scale of these acquisitions be even greater than in the Delridge/Avalon/Junction area? The 41st Avenue south of Alaska junction has a steep grade that poses challenges for future elevated expansion.

Future expansion of the elevated "Yellow/Orange Line" seems to continue the destructive nature of the current options but at a much larger scale. Residents have been told that this option exists to meet the desire for future southern expansion, but does not address any of the issues associated with such expansion or the scope of its incursion into the neighborhoods of West Seattle.

Expansion from Delridge
If the goal of creating a north/south facing rail is for potential expansion, is the Alaska Junction the correct jumping off point? Would expansion of the line South make more sense from Delridge?

Past Proposals to be Revisited

A) Yancy Street / West Seattle Tunnel, Level 1 Alternative ("Pink Line")

The "Pink Line" alternative [Yancy Street / W. Seattle Tunnel], either as a tunnel or elevated, uses Fauntleroy Way SW for southward expansion minimizing its residential disruption. It also greatly diminishes the housing displacement in the North Delridge neighborhood and the potential environmental impact on the Delridge Park, Longfellow Creek area and the W. Seattle Golf Course (three significant green spaces in the area). While the Pink Line as currently proposed does not reach the "center" of Alaska Junction, it is within the 5-minute walkshed, and provides several advantages in terms of future expansion and cost.

As currently drawn, this option has some issues that will need to be addressed–specifically where the Delridge Station is located and the fact that there are only two stations in WS, not

three. Sound Transit has said all along that there are opportunities to mix and match elements from different proposals, so there may be a way to shift the Delridge Station in this option farther to the east–perhaps near the strip mall on Andover and Delridge. And looking at the map, it does seem possible that the ending station could be situated elsewhere in the Junction. But, again, this route--with modifications-- solves several issues that have arisen in the various discussions:

- It has a much lower impact on Youngstown housing.
- The above ground portion in Delridge along Yancy minimizes or eliminates the impact of an elevated guideway on the Delridge park, golf course, Longfellow Creek area and other green spaces.
- It would lead into a tunnel that would enter the Junction underground - eliminating the housing and commercial disruption that would be caused by an elevated guideway in the Junction area.
- It would, more than the other options discussed, go a long way toward providing good transportation while preserving the small town feel, the housing, and the green spaces that make West Seattle a human-scaled and vibrant community.

We urge you to put this option back on the table and consider how best to modify it to meet the needs of various constituencies.

B) Pigeon Ridge / West Seattle Tunnel, Level 2 Alternative ("Purple Line")

The "Purple Line" alternative [Pigeon Ridge / W. Seattle Tunnel] passes underneath Pigeon Ridge greatly minimize impacts to the Youngstown and Delridge neighborhoods while still maintaining three station locations (equivalent to the ST3 proposal). Additionally, as shown in the Level 1 design, the station reaches the center of Alaska Junction with a station at 42nd and could easily include a sub-option of 41st.

As drawn in Level 1, this design would need to overcome several disadvantages - specifically potential impacts on four parks, (Delridge Playfield, Pigeon Point Park, West Duwamish Greenbelt and West Seattle Golf Course), and the additional cost for a tunnel

through Pigeon Ridge. However, as noted, this option solves many issues raised through this process:

- It has a much lower impact on Youngstown and Delridge properties.
- The Delridge Station location is well positioned to serve communities both north and south of the Delridge Playfield - expanding the station's potential walkshed.
- It would lead into a tunnel that would enter the Junction underground - eliminating the housing and commercial disruption that would be caused by an elevated guideway in the Junction area.
- It maintains three station locations in equivalence with ST3.

We urge you to put this option back on the table and consider how best to modify it to meet the needs of various constituencies.

3. Construction Impacts

Construction Staging and Property Acquisition
The EIS should clearly define the staging area needed for construction of the yellow line in the very compact residential area between 39th and 41st Avenue SW. We simply do not see much space for construction materials or machinery. The EIS should determine if additional houses need to be acquired or will be impacted beyond the standard clearance around the yellow line for the purpose of construction.

Impact of Construction on Residential Areas
What is the mitigation plan to affected neighbors during construction, operation and maintenance considering the close proximity of the elevated lines to residential area?

Underestimating the Cost and Impact of Construction in Residential Area
King5 News published an article titled "Sound Transit using bully tactics, Bellevue neighbors say" in February 2018 [3]. The article states PST has offered $300 compensation to impacted neighbors from the light rail construction. The article states PST would end up paying $11 million in legal fees to fight the unhappy residents. EIS should closely study the true economic cost of construction in West Seattle village hub.

4. Economics and Cost

EIS to Provide more Accurate Cost Analyses
Similar tunnel construction projects across Seattle have yielded lower cost. For example, UW tunnel was $600M per mile yet the tunnel to the Alaska Junction Station (less than one mile) has an initial projected overage of $700 million. Was $150-300 million per mile of elevated cost subtracted?

EIS to Comprehensively Study the Cost of Elevated Lines

- How are the costs of relocating affected overhead utilities being factored into the budget?
- Is Sound Transit considering compensation to affected neighbors by the construction?
- Does staging and machinery require additional property acquisitions?
- Does cost comparison consider the long-term effect of lost property taxes by the demolished properties?

Permanent Loss of Tax Revenues from Demolished Houses

Sound Transit has identified a $700 million cost increase associated with the tunnel option. However, this only captures "day-one" costs (such as construction and home acquisition). As part of the financial analysis, Sound Transit must also account for "day-two costs" (lost property taxes, track maintenance, future land use). For every home Sound Transit demolishes, the city loses a source of tax revenue. This loss is not merely on day one, but in perpetuity. A more accurate financial picture should illustrate how "day-one" construction costs might be offset by the change in annual property tax revenue over some long-term period (possibly to determine a break-even point – if one exists). This loss in revenue stream is exacerbated by the fact that most properties slated for demolition were intended to be up-zoned to LR-2. However, as acknowledged by the Seattle City Council, the proposal of property acquisitions by Sound Transit is the only reason the up-zoning has gone on hold [9]. The City Council has also acknowledged that if the light rail does not go through these blocks, it is very likely these properties will be reconsidered for up-zoning once an alternate LR route is selected. It is therefore necessary for Sound Transit to analyze property value and tax revenue at both Single Family (SF) zoning as well as Low-Rise (LR-2) density (as proposed by MHA).

Identify Third-Party Funding Sources for the Tunnel Proposal

Capitol Hill, the University District, Roosevelt, Beacon Hill, and Bellevue tunnels are a testimony that when Sound Transit, City officials, and Politicians work together they are able to find funding resources. The EIS should study how funds became available for those projects and utilize similar methods to acquire funding for this short tunnel in West seattle.

The proposed elevated options are far less superior to proposed tunnel options:

- The elevated options will be destructive to the pedestrian-oriented neighborhood by introducing mass, noise, and physical impediments to local pedestrian and vehicular traffic;
- Involve the destruction and removal of numerous family homes.
- Make further extension to the south less feasible.

ST3 Representative Vs. Elevated Line Cost Comparison

Sound Transit has stated that the proposed "Yellow/Orange Line" is similar in cost to the ST3 representative option. The EIS should further analyze that assumption, taking into consideration the following items:

- Number property acquisitions
- Permanent loss of property tax revenue from acquired properties
- Potential loss of future, denser housing which would yield even higher tax revenue

Perpetual Impact on Businesses
How will the EIS take into account the impact on the feasibility and desire of local businesses to remain in immediate proximity to / under the light rail? Loss of local businesses would have a negative impact on liveability and neighborhood culture, as would “dead zones”of no commercial or residential use of land beneath / adjacent to the tracks. How are all of those costs assessed and/or factored into the decision-making process?

5. Ecosystems and Natural Resources

Elevated Line Impact on Trees and Natural Resources
The EIS should study the number of tree impacted. What are the resulting effects on air quality and soil retention?

6. Future Extension and Neighborhood Planning

Details of Elevated Line Expansion is Missing
There is a greater need for transportation in the Delridge neighborhood, which currently suffers from poor and limited transportation options. If expansion to Burien is in the future, would it make more sense for it to follow route 509?

The goal of a north/south alignment in the junction seems short-sighted. If the yellow line were to continue in the future, more homes would need to be acquired given the street width of 41st and its neighboring streets. Sound Transit should consider future expansion South from West Seattle that makes sense for the neighborhood (e.g., along Delridge to White Center). In this case, a north/south alignment in the junction is no longer necessary.

Impact on City Planning & Development
We strongly encourage Sound Transit to work in equal partnership with the City of Seattle’s Office of Planning & Community Development prior to selecting a final route or station location to insure proper integration and with the surrounding communities.

Sound Transit and elected officials have an obligation to follow principles laid out in Seattle’s 2035 Comprehensive Plan which provides long-term guidance about managing growth and providing services. The Plan embraces the concept of sustainable growth, race and social equity, community building, economic opportunity, and environmental stewardship.

The document outlines specific goals and policies related to transportation planning:

- (TG-1) Ensure that transportation decisions, strategies and investments support the City’s overall growth strategy are coordinated with this Plan’s land use goals.
- (TI-4) Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood.
- (LUG-1) Achieve a development pattern consistent with the urban village strategy, which concentrates most housing and employment growth in urban centers and urban villages,

with additional employment in manufacturing/industrial centers, while also allowing infill development compatible with the established context in areas outside centers and villages.
- (TG-2) Allocate space on Seattle's streets to safely and efficiently connect people and goods to their destinations while creating inviting spaces within the right-of-ways.

The proposed "Yellow/Orange" is in direct opposition to all of these principals. The line tears through residential neighborhood land planned for much needed desification. The required elevated guideway will dwarf the surrounding context in complete contrast to current or proposed neighborhood character.

The addition of light rail as a mode of transportation in West Seattle brings many opportunities and can be a catalyst for positive change in the region. But only through successful implementation. We strongly urge Sound Transit to abandon the proposed elevated options in favor of a tunnel option that would respect Seattle's Comprehensive Plan and the residents it seeks to protect and empower.

7. Geology, Soils, and Seismic

Is a tunnel seismically more stable than elevated?
Seismic code has increased greatly over time and continues to get more stringent. In fact, our current code is sub-par to other cities such as San Francisco, and experts are lobbying for Seattle to get safer and stricter with our seismic codes. Likely it will become more stringent with time. An example of this from the past is the viaduct. At one point in time that was considered appropriately engineered but is now unsound the primary reason for its demolition. Will Sound Transit design the tunnel or elevated line to the current Seattle code, or to more stringent guidelines adopted by neighboring cities?

Budgeting for seismic events
When assessing cost, the EIS should factor in the potential additional costs arising from a significant seismic event. The proposed route is subject to varying teranne and is within a seismically-active area. We believe it would be dishonest to assume, for purposes of cost prediction, that the proposed options would be immune to costs associated with a seismic event.

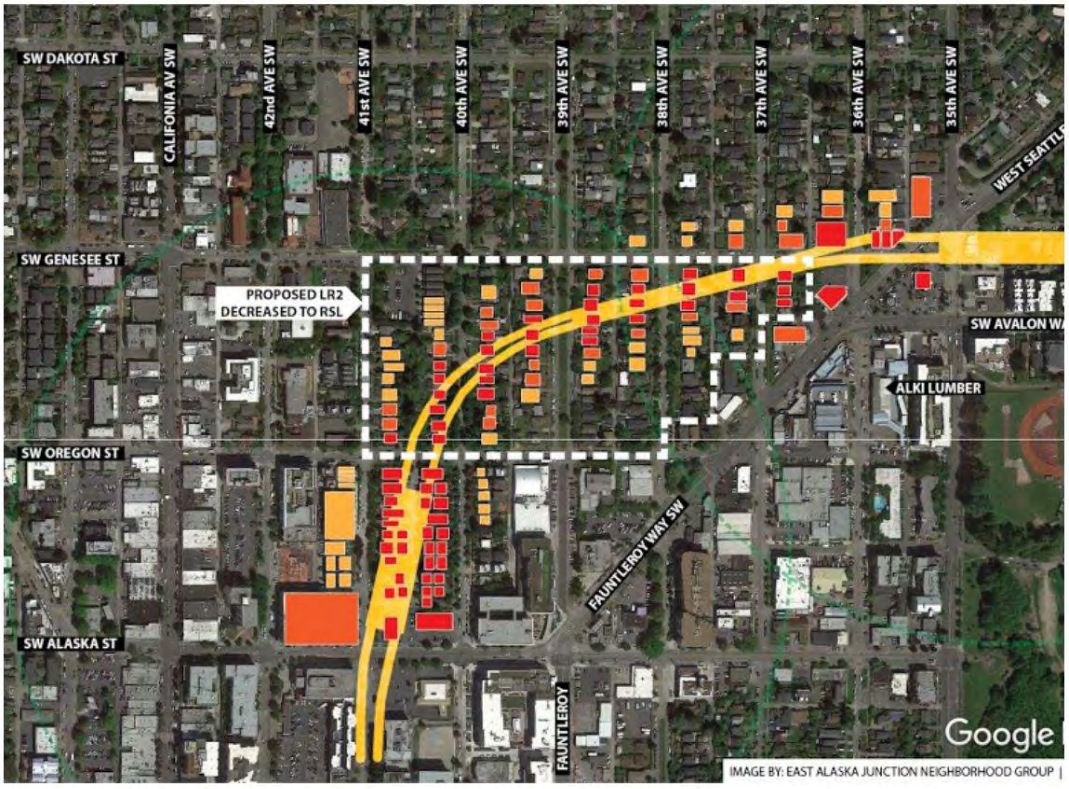
8. Land Use and Zoning

Concerns about the City's Plans for Rezoning & its Financial Impact
By her own testimony, Council Member Lisa Herbold proposed holding this land from the upzone until the light rail route is determined [4]. Zoning amendments proposed by Lisa Herbold which were voted for by City Council disadvantage property owners and benefit Sound Transit. The motives seem questionable at best. What is not yet clear is the city's plan for these parcels in the future. Sound Transit should study and reveal this information to the public. Sound transit should also study the value of the land, when upzoned, if a tunnel is built versus the value of the land and future housing development when bisected by elevated light rail.

If certain properties were held back from rezoning simply because they would be cheaper to acquire if needed for light rail, does this constitute and illegal “taking” of property? Further, if council and planners were aware of this rationale, does this constitute a form of collusion in favor of the light rail developers at the expense of citizens? Since no final plan has been adopted, why were these properties held back from upzoning now?

Long-term Effects of Eradicating Recently Rezoned LS2 Land

The value of this land for future development and transit-oriented affordable housing is proven by the city’s interest in upzoning this land (bisected by the proposed yellow line) to LS2. The below overlay shows the same parcel with the proposed yellow line. It is no secret why these blocks were held back. The yellow line proposal, if kept for study for the EIS, holds this land in limbo for years, while devaluing property for all. Sound Transit must study the impacts of this and should work in conjunction with the City of Seattle planning department to look that this valuable property and plan thoughtfully for future development, rather than piecemeal to achieve short-term goals.



9. Noise and Vibration

Noise & vibration Considerations for West Seattle

A quick look at light transit from UW to SeaTac shows that during weekdays, the interval between train arrivals are approximately 12 minutes. This is great news for most residents in the West Seattle, but not for those living around the Elevated lines. EIS should consider (1) the proximity of houses and frequency of trains in their noise and vibration analyses.

There are proven physical effects from light rail noise both for elevated and at grade. Sound Transit has had a number of serious issues with this over the years, including being over the

federal limit for noise in Tukwila in ST1 [5]. Efforts to remedy this have taken years, with mixed results [6]. The EIS must study the impact of noise as part of cutting through a primarily residential neighborhood. Please also consider that if the elevated option were selected, this would be the most residential area Sound Transit has yet disrupted anywhere in the system, greatly increasing the size and scope of the impact of noise and vibration.

Noise & Vibration and Property Values
The EIS should study and return information on how noise and vibration affect property values. The EIS cost analyses should consider remedial actions for impacted neighborhoods, or should consider that legal action by residents, including members of this coalition, will be taken in the absence of remedial actions.

Operation Schedule
Please consider all of these comments and study impacts that relate to a 20-hour schedule (current) for the trains. How would this adversely impact the neighborhood additionally should PST consider a 24-hour schedule in the future? What is the data from other cities? Are there studies of comparable areas of dense single-family housing cut through by a train or light rail? Moreover, what kind of a deadzone does this create when people don't want to live nearby, given noise and vibration impacts?

Sound Transit must also study as part of scoping, noise and vibration for height that may exceed 50 feet as proposed for the West Seattle tracks as this is unusually high for the system and, given topography in West Seattle may have unintended (and yet unknown) negative impacts on what are now quiet residential neighborhoods. Turns are loudest points on line and that would occur in the heart of the eastern flank of the Alaska Junction.

Noise & Vibration and Long Term Health Issues
Will the EIS include a study of noise and vibration levels experienced in homes that are as close to light rail as the current proposal? What are the health and wellness impacts of that noise/vibration level on residents? [amir] For example a study [7] showed that freight trains noise and vibration have an adverse long-term impact on cardiovascular functioning of persons living close to railways. We found many similar scientific studies beyond the scope of this document. The EIS study requires gathering data from other cities to obtain accurate information, since Seattle does not have a large number of homes in the same proximity to light rail as that in the proposed plan.

The EIS studies should include the following based on the ST guidelines: "Assessment of the number of potentially affected noise and vibration sensitive receivers, including residences, libraries, performance halls, schools, churches, and selected parks within 350 feet of alignment".

Human Generated Noise Due to Close Proximity to Stations
Currently, we enjoy a very peaceful, clean and quiet neighborhood. Close proximity of light rail main terminal/final station to the West Seattle Junction's dense residential areas means that thousands of people use this area for their daily commute. This cannot be without consequence in terms of noise and pollution. For example, EIS should study the impact of "human generated noises" (e.g., young children playing, people conversing etc). This factor should be considered when defining demolition clearances around the elevated lines. The EIS should also study the

impact of public littering in our beautiful neighborhoods. The remaining households around the elevated lines stations should not become victims of noise and pollution.

10. Parks and Recreational Resources

Golf Course Redevelopment
The West Seattle Golf Program does not generate enough revenue to cover its own expenses. A portion could be utilized for elevated light rail and a tunnel entrance. Additionally, a portion could be subdivided and made accessible for private development - the revenue of which could be used to help fund a tunnel. The rest of the land could be converted to a fully functional public park, or other community resources such as a library, community center, or museum.

11. Safety and Security

The hazards of an at-grade crossing with scores of children
The present rendering for the elevated 'yellow line' shows the train at grade when it reaches and crosses 39th Ave SW, potentially closing that street, north-south. Is there precedent for this kind of design anywhere else in Sound Transit's system? What are the implications? The safety impacts and danger of having a track at grade on a residential street must be carefully studied. This neighborhood, given its proximity to local schools, both private and public within blocks of the track, often is busy with groups of children of all ages walking and biking to and from school. What are the pedestrian effects of the at-grade crossing?

12. Social Justice and Equality

Housing Destruction the midst of Seattle Housing Crisis
By building elevated rail, the number of areas and the amount of property available for building affordable housing to support the housing crisis is reduced.

Elevated Line has the Largest Impact on Minorities and Low-income families
Some negative consequences of light rail are an increase in gentrification and a greater reality of displacement. A 2011 study done by Human Impact Partners in Minnesota showed that light rail and RTD expansion in their communities had at least one if not all of these negative outcomes:

- higher rate of residential and business displacement,
- increase in housing values causing fewer vacancies and
- a decrease in affordable housing, and displacement of existing residents—especially low income residents.

The study showed that there was a disproportionate impact on people of color and people with lower socio-economic status compared to white people and people with high socioeconomic status. Moreover, the risk of displacement can also lead to negative health outcomes such as infectious disease, chronic disease, stress, and impeded child development due to lack of a sense of

belonging and association to a particular community [8]. While the above impacts are common among all Sound Transit light rail proposals to West Seattle, the elevated "Yellow/Orange Line" will lead to the largest displacement and thus most detrimental impacts to West Seattle communities.

Socio-economic Displacement
The EIS should study the cultural impact of displacing hundreds of residents and replacing them with a concrete structure. For example, the EIS should study whether the light rail will attract a larger homeless community to the Junction area. The homeless community has a presence a mile away near the West Seattle Bridge concrete structures.

13. Transportation (traffic, navigation, transit, pedestrian)

Current Parking Space Shortage
Currently, many of the residents have a difficult time finding parking spaces in the junction area. The light rail will exacerbate this problem. How is PST estimating increased parking stress from neighborhood park-and-riders? [Amir] The Westlake station in downtown Seattle is an example of a light rail station with no need for parking. However, this is possible because the Westlake station is a main hub for public transportation. EIS should study how passengers will reach the light rail considering limited space on the ground

Elevated Line Impact on Car Traffic
What are the effects of vacating 39th Ave SW surface traffic flows, especially considering the existing dead end at SW 41st and the one-way block at SW 42nd? Are we to expect additional traffic on the non-arterials?

14. Visual and Aesthetics

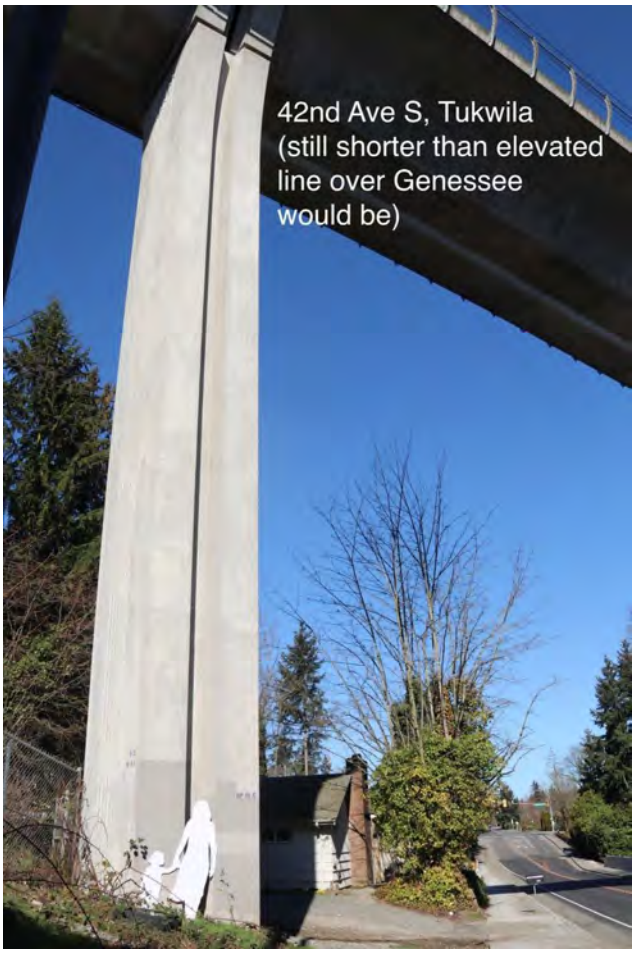
Elevated Lines are Associated with Industrial Zones
Elevated lines in other cities (Chicago, New York, Boston) are often negatively received. In New York, these elevated lines are associated with "depressed" or "industrial" areas. How are the negative visual and aesthetic impacts considered? We must remember these impacts are permanent.

West Seattle in its current state is a highly segregated community by socio-economic standards. The introduction of an elevated rail line will serve to further segregate the neighborhoods, serving as a true barrier to the integration of social and economic statuses. Additionally, keeping the light rail, in whatever form, away from Delridge and White Center will only serve to limit the access to and from those areas by those who need this type of transportation to work, live and move freely about their city.

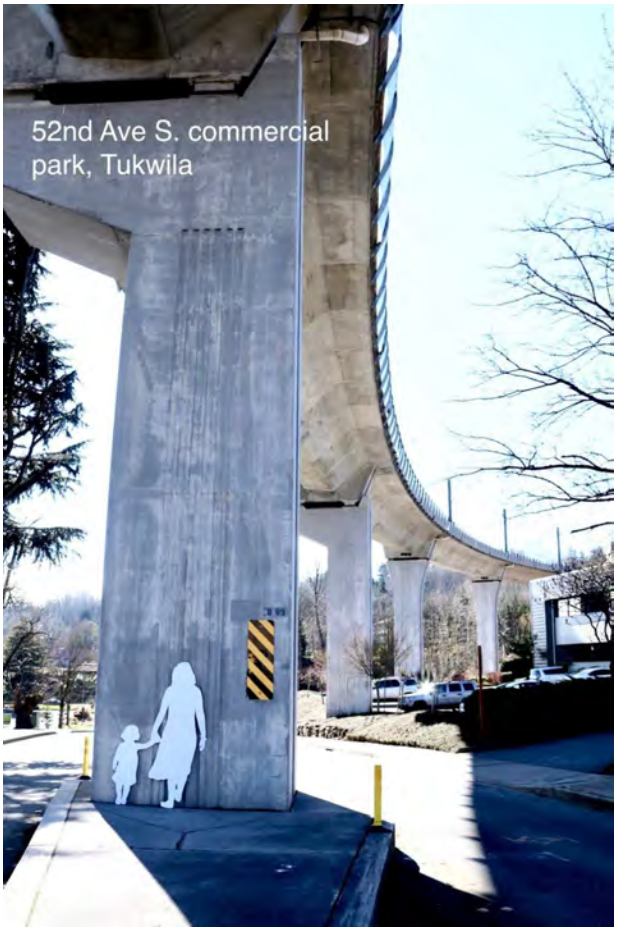
The city built the Alaskan Way Viaduct at time when little study was done to ascertain potential impacts to the area. It served to cut the waterfront off from the rest of the city and stifled its development and use by its residents. We have learned much from this decision in the years since but building an elevated light rail in West Seattle would show that indeed, nothing was actually learned.

Visual Studies of the Concrete Structure on Residential Neighborhood
Please consider the attached images we took along the entire existing light rail line as a matter of public record in my request that future light rail in the West Seattle Junction occupy a tunnel in our neighborhood. These are meant to convey how horrifically out-of-scale an elevated option would be in West Seattle and to illustrate what will literally be replacing whole blocks of residential housing and bisecting the most walkable areas of our neighborhood.

Nowhere else along the entire light rail line is there elevated track in a neighborhood as dense as the West Seattle Junction. And, rightly so, as these lines are basically a step below normal Amtrak or BNSF rail and are far from streetcar-sized trains that fit more easily among well-developed, densified, walkable neighborhoods. The negative impact of bisecting our neighborhood with a new viaduct will be a blemish that will last for many decades. The coalition members would be more than happy to walk the scoping staff across our neighborhood. EIS and scoping staff should visit the sites in the route of the elevated line and study the visual/aesthetic impact of the elevated rails first hand.



Grime/mildew on newest track @ Angle Lake station



52nd Ave S. commercial park, Tukwila

S. 133rd St, Tukwila

Graffiti along E. Marginal, Seattle

Low, 20' side street
crossing along
E. Marginal Way, Seattle

MLK & Boeing Access
Road, Seattle

Mt. Baker Station
along MLK, Seattle

SoDo, Seattle

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[2] https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-alternatives-development-report-20190215.pdf

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[10] Sound Transit Early Scoping Summary, West Seattle JUNO Comments https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-and-ballard-link-extensions-early-scoping-summary-report.pdf

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Executive Director

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March 27, 2019

Submitted via email to: WSBscopingcomments@soundtransit.org

West Seattle and Ballard Link Extensions, c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Scope of the EIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

This letter is submitted on behalf of the Pioneer Square International District Community Preservation & Development Authority (dba Historic South Downtown, *hereinafter* HSD). HSD appreciates the opportunity to submit input on the scope of the environmental impact study for the West Seattle and Ballard Link Extensions (West Seattle/Ballard Link) project.

ABOUT HISTORIC SOUTH DOWNTOWN AND OUR STAKEHOLDERS

HSD was created by the Washington State Legislature in 2007 in response to unprecedented impacts of ongoing construction of major public facilities, public works, and capital projects in and around the Pioneer Square and Chinatown-International Historic Districts. It was created to preserve, restore, and promote the health, safety, and cultural identity of Seattle's Pioneer Square and Chinatown-International District neighborhoods. It is governed by a board of directors elected to represent local government and business, residents, arts organizations, non-profits, and historic and cultural organizations from both neighborhoods.

Because of our focus on the vitality of the south downtown neighborhoods, Historic South Downtown and our stakeholder partners are keenly aware of the importance of the long-term nature of the work at hand. We view every decision to be made regarding the West Seattle/Ballard link as a 100-year impact decision. The result of this project must be viewed, in part, with how useful it will be to community members and commuters in 2135, as well as 2035.

The West Seattle/Ballard Link scoping period comes at a time when our communities have limited capacity to engage in the public process. Construction of SR99 Deep Bore Tunnel, Seawall, the Seattle Waterfront, and the Streetcar, as well as demolition of the Alaskan Way Viaduct has and will continue to cause disruption to the Pioneer Square neighborhood. The Chinatown-International District is still recovering from construction of the First Hill Streetcar and more than a dozen private construction projects in various stages of development. Both

neighborhoods face ongoing public construction impacts from sewer, water, and lighting system upgrades meant to benefit all of Seattle. Community members feel the burden of a hot economy and real estate market on rents and cost of living. On top of this, our neighborhoods—like urban neighborhoods across the U.S.—are grappling with the effects of rising homelessness and violent crime. All of this is taxing our resources and challenging our resilience.

It is essential that the EIS adequately recognize the nature of the affected environment. The purpose of this discussion is to ensure you fully appreciate the important characteristics of Pioneer Square and Chinatown-International District that may be affected by the West Seattle/Ballard Link project.

According to the U.S. Census, over three-quarters of the population of the Chinatown-International District and over 40 percent of the Pioneer Square identifies as minority (2012-2016 American Community Survey). Nearly 30 percent of the population in both neighborhoods have incomes below the federal poverty level (2012-2016 American Community Survey). The highest concentration of homeless people in King County is in Pioneer Square, with over 44 percent of the population homeless (2010 U.S. Census). In the three Census block groups that comprise the Chinatown-International District, 12 to 30 percent are seniors and 25 to 40 percent of households are linguistically isolated (2012-2016 American Community Survey).[1]

Data from the Chinatown-International District 2020 Healthy Community Action Plan (https://living-future.org/wp-content/uploads/2017/08/2020-CID-Healthy-Community-Action-Plan.pdf) shows that, when compared with other neighborhoods in Seattle and King County, the Chinatown-International District shows the highest rates of mental distress, diabetes, preventable hospitalizations, and poor housing conditions. According to the authors of the Chinatown-International District 2020 Healthy Community Action Plan, these complex health and social issues result from years of historic disinvestment and institutional racism.

Despite the challenges Pioneer Square and Chinatown-International District residents face, our neighborhoods have community cohesion, or linkages that neighbors feel to one another and community services, and resources to support them. For example, there are many health and human services providers throughout Pioneer Square and the Chinatown-International District, including: International Community Health Services (ICHS), Chief Seattle Club, Seattle's Union Gospel Mission Men's Shelter, Chinese Information and Service Center, Downtown Emergency Services Center, Compass Housing Alliance, Interim Community Development Authority, and Seattle Chinatown-International District Public Development Authority (SCIDpda). There are community gathering places where neighbors come together, including: Occidental Park, Hing Hay Park, the public plazas at Union and King Street stations, Donnie Chin International Children's Park, and the Danny Woo Community Garden.

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[1] *According to the U.S. Census Bureau, a linguistically isolated household is defined as a household in which no person age 14 and over speaks only English and no person age 14 and over who speaks a language other than English speaks English "very well".*

In addition to being home to vulnerable people, Pioneer Square and Chinatown-International District are the site of some of the most precious historic resources in Seattle. The Pioneer Square Historic District was one of the first districts to be listed on the National Register of Historic Places as a district, as well as containing many buildings that are individually listed on the National Register. Pioneer Square is "Seattle's First Neighborhood," home of its first major business district and the location of many of the significant events during its early history. Pioneer Square also housed the city's original Chinatown. The center blocks of Seattle's current Chinatown-International District were added to the National Register in 1986; the neighborhood also contains many individual buildings that are both city landmarks and listed on the National Register. Chinatown-International District as a whole has played a central role in the development of Seattle and the region, as it has been home to waves of immigrants from China, Japan, and other parts of Asia who have passed under the China Gate and claimed their version of the American Dream. It is essential that any significant public investment, such as West Seattle/Ballard Link, be designed and constructed to preserve, and not impair, the historic resources of these two historic neighborhoods.

Finally, the hard work of leaders within both communities has established a culture where a lively street-level environment with enticing shops and restaurants has encouraged business investment, attracted homeowners to live and work in the neighborhood, and generally maintained a "virtuous circle" in which the quality of one aspect of the neighborhood attracts the elements required to enhance other aspects of the neighborhood. But that virtuous cycle is both difficult to create, and fragile.

The EIS must fully analyze the impact of the design and construction of the West Seattle/Ballard Link on the larger qualities of Pioneer Square and Chinatown-International Districts, to ensure that in the name of providing mass transit, the Project does not damage the quality of two very important Seattle neighborhoods.

ALTERNATIVES TO STUDY IN THE EIS

We recognize the pressure Sound Transit is under to deliver on ST3 quickly. Promises made to voters obligate the agency to deliver faster than past light rail projects. This pressure appears to be driving a desire to narrow the alternatives to study in the EIS.

However, we believe that unduly narrowing the alternatives to be studied risks having the opposite of the desired effect; it would create a legally inadequate EIS, and risk causing several years of delay if the EIS were ultimately challenged and had to be redone. The heart of an EIS is its comparison of alternatives, its identification of the significant adverse impacts of various alternatives, and its identification of potential means of mitigating the adverse impacts of a proposal. When an EIS fails to examine potential alternatives, the primary purpose of the EIS is defeated. Sound Transit will get the West Seattle/Ballard Link finished and in service fastest if it prepares a thorough EIS now. A thorough EIS is one which studies a full range of reasonable alternatives and identifies the trade-offs and benefits of one alternative over another, as well as the means to mitigate the adverse impacts of the alternative that is ultimately chosen.

The region has recent experience with transportation planners insisting on unduly restricting the alternatives they considered in environmental documents. For years we were told that there were only two alternatives for replacement of the aging Alaskan Way Viaduct: a cut and cover tunnel or rebuilding the viaduct as a larger, more obtrusive version of itself. The first would have destroyed the historic piers along Seattle's Central Waterfront; the second would have perpetuated an historic land use tragedy for decades. Only after citizens insisted that neither of these alternatives were acceptable, eventually leading to a formal "no–no" vote, did planners seriously consider other alternatives. This led to a recognition that a third alternative—the deep bore tunnel now open to traffic—was the preferred alternative. The years of transportation planners insisting that there were only two alternatives and not looking further delayed the completion of the viaduct replacement for years, and resulted in tens or hundreds of millions of dollars of wasted design work. With that recent history, transportation planners are simply not credible if they declare that there is only one alternative that is viable and can be considered.

Under the best of circumstances, the West Seattle/Ballard Link project will be a massive project with massive impacts on the communities it affects.[2] HSD is concerned about the effects of any alternative—both during construction and in the long-term—on the many minority, linguistically-isolated, low-income, homeless, and elderly community members in Pioneer Square and the Chinatown-International District. Because the West Seattle/Ballard Link project will have substantial and lasting impacts on Pioneer Square and the Chinatown-International District and there is not yet enough information to understand and compare the potential impacts of different construction methods and alignments, <u>we believe it is premature to study only one preferred alternative in the EIS. Doing so would make the EIS inadequate from its inception.</u>

We also need to emphasize—we are a community organization of primarily volunteers, whereas Sound Transit is a multi-million-dollar organization staffed with engineers and planners. We expect Sound Transit to use its far greater resources to actively engage the affected communities as it identifies alternatives, the adverse impacts of each alternative, and potential mitigation for those impacts. We will be happy to work with Sound Transit to the extent we can in providing information about our communities and feedback on its work. But we cannot do the work for Sound Transit.

Based on information available to date, we believe the following options must be studied in the EIS, in addition to alternatives that Sound Transit might initially prefer:

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[2] *Quite apart from the disruption from the current major public and private projects that are affecting Pioneer Square and Chinatown-International District, the long-term effects of which cannot yet be predicted, Seattle has experience with the impacts of the construction of the Third Avenue Bus Tunnel in the 1980s. That construction contributed to, if not caused, the demise of one of Seattle's three department stores that anchored Seattle's retail core, Frederick & Nelson, as well as numerous smaller retailers, and created a dead zone along Third Avenue for more than a decade, eliminating the small retailers that had created street life and public safety, and replacing that formerly healthy urban ecosystem with some of the highest crime areas of downtown Seattle. The potential adverse impacts of construction of the West Seattle/Ballard Link must be analyzed based on Seattle's actual experience with similar projects.*

- Sound Transit must study a Fourth Avenue alignment in the EIS. Sounder, Amtrak, Streetcar, and existing light rail service converge at Fourth Avenue and S. Jackson Street. Because of this, HSD believes the Fourth Avenue alignment appears to be better positioned to meet our objectives of improving connectivity between the Pioneer Square and Chinatown-International District neighborhoods, and better connecting both to the region as a whole, by leveraging the opportunities that come with serving as a regional transportation hub.[3]
- As there is not yet enough detail to compare the impacts of construction methods, Sound Transit must study the following options for the West Seattle/Ballard Link alignment through the Pioneer Square and Chinatown-International Districts:
  - Cut-and-cover tunnel versus bored tunnel (tunnel construction)
  - Cut-and-cover station versus mined station (Chinatown-International District/Pioneer Square station)
- We also ask Sound Transit to evaluate multiple construction delivery methods—including new integrated delivery approaches—in the interest of expediting project delivery and minimizing impacts to the Pioneer Square and Chinatown-International District.
- Considering the best information currently available, HSD and the stakeholder signatories below are not able to support a Fifth Avenue alignment as the preferred alternative. Based on the information provided to date, we have serious concerns about the potential construction impacts of the Fifth Avenue alignment. As with each alternative, we have questions about the number of businesses and residents who would be displaced during construction and the potential impacts of construction on community members' access to health and human services, community resources, and small and minority-owned businesses. We also have questions about whether there is any mitigation that would be effective in meaningfully addressing these impacts. Until those questions are addressed, and the impacts of the alternatives are compared, it is premature to identify the Fifth Avenue alignment as being "preferred."
- Finally, there is a question of whether the "ST3 Representative Alignment" is a reasonable alternative that must be studied in the EIS. According to Sound Transit's Level 3 Alternative screening process, the ST Representative Alignment does not perform well against the level 3 screening criteria. While we have not encountered much public support for this alternative, we encourage Sound Transit to study all reasonable alternatives for this project. If Sound Transit chooses not to study the ST3 Representative Alignment in the EIS, it may be better to study another reasonable alternative yet to be determined.

SCOPE OF THE EIS

HSD requests the EIS include the following analyses:

Acquisitions, Displacements, and Relocations

According to the 2035 Seattle Growth and Equity report, the Chinatown-International District is at high risk for displacement of low-income, minority and vulnerable populations

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[3] The Jackson Hub Project Concept Report, currently in draft form but due to be finalized in early spring 2019, articulates these objectives. Attachment A includes a link to this and other land use studies and plans.

(https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/FinalGrowthandEquityAnalysis.pdf). The West Seattle/Ballard Link project could accelerate the rate of displacement during and after construction of the project. The EIS must analyze the impact of the Project on the displacement of low-income, minority and vulnerable populations during construction and in once the project is in operation, and identify mitigation for that impact. If in 2052—a decade after the design date of 2042—West Seattle and Ballard residents are enjoying routine and efficient light rail service to downtown but low-income, immigrant residents of Chinatown-International District cannot afford to shop or find access to needed services in their neighborhood and small, family-owned businesses have been forced out of a gentrifying community, the Project cannot be labeled a success.

Construction Impacts

Some public construction projects are simply one of the hassles of living in a progressive community that must be endured. But projects such as the West Seattle/Ballard Link are so fundamentally different in scale as to be different in kind. Significant impacts on Pioneer Square and the Chinatown-International District from the West Seattle/Ballard Link project are likely to arise from the construction process, and those impacts and potential mitigation require in-depth study. The impacts from construction on transportation, parking, noise, vibration, access to public and health services, and public safety can literally be matters of life and death for residents and businesses during construction. Adequate mitigation of construction impacts is also essential, and to be adequate, the EIS must identify the specifics of mitigation to be provided and the systems that will be put in place to monitor the effectiveness of the mitigation as construction proceeds. Sound Transit will need to provide adjustments if monitoring shows particular mitigation to be inadequate or ineffective. There are several neighborhoods in Seattle (The Historic Waterfront, Pioneer Square, and Pike Place Market, to name a few) who have recent experience with the highly disruptive Alaskan Way Viaduct and Elliott Bay Seawall Replacement Projects, the First Hill Streetcar construction, and the replacement of the First Avenue water main, where it was demonstrated that with adequate mitigation, construction impacts may not be fatal to the vibrant street experience that is the foundation for our neighborhoods' success. One specific example was the funding of parking assistance, including reduced-cost short term parking in area garages and programs to inform visitors where parking is available, commitments (which must be kept) to cease construction during critical visitor periods, and funding of community information personnel, so that there is a direct line of communication between the project and the community and so that businesses and residents get as much warning of disruption as possible and know how to communicate back to the project management. If at the completion of the West Seattle/Ballard Link, residents of West Seattle and Ballard have effective public transit to downtown but Seattle's Historic South Downtown is marked by "Space Available" signs in most windows, vacant housing units, and its most vulnerable populations have been forced out, the Project cannot be labeled a success.

It is also critical that the EIS consider the cumulative construction impacts of other public projects that take place before, during, or after the West Seattle/Ballard Link. These include:

- The 4th Avenue Viaduct replacement, which SDOT has indicated will need to be replaced in the foreseeable future
- Alaskan Way viaduct replacement
- Elliott Bay seawall replacement
- Waterfront Seattle program
- Washington State Ferry Terminal expansion
- Seattle Streetcar construction
- Convention Center expansion
- Rebuilding of I-5 (which divides Chinatown and Japantown from Little Saigon)
- Nearly any upgrade to the City's water, sewer and electric infrastructure (Chinatown-International District and Pioneer Square are situated along Seattle's urban "waistline"—where the land narrows between Lake Washington and Elliot Bay – so the infrastructure runs through our area)
- Development of a new Cruise Ship terminal by the Port of Seattle

Piling one disruptive mega project onto another project magnifies the impact of all of them. Cumulative impacts in south downtown bear serious consequences that must be thoroughly evaluated. The EIS must identify such cumulative projects and identify mitigation that is equal to the cumulative impact.

Land Use

Pioneer Square and Chinatown-International District seek to advance two potentially competing objectives: promote and enhance transit-oriented development and minimize displacement of the kinds of small businesses affordable housing that exist in the neighborhoods today. As a potential major disruptive force in our community, the EIS should discuss how the Project's construction and operational impacts will affect each of these objectives and should identify mitigation of any adverse impacts.

Pioneer Square and the Chinatown-International District have undertaken a number of land use studies and planning exercises to clarify our priorities and guide future community development. Attachment A includes links to all of these studies and plans. Key land use policies that the West Seattle/Ballard Link project will most likely impact, and which need to be addressed in the EIS are:

- The Chinatown-International District has the highest public transit ridership of any Seattle neighborhood. Creating and enhancing a vibrant pedestrian environment, public gathering spaces, and transportation connectivity between Union Station and King Street Station are stated priorities for our communities (see the draft Jackson Hub Concept Design Report, http://allianceforpioneersquare.org/what-we-do/public-realm/parksgatewaysproject/). Any option for the West Seattle/Ballard Link alignment through the

Chinatown-International District must address this priority, incorporate elements of successful transit hub models, and avoid the mistakes of unsuccessful or struggling transit hubs. The EIS should specifically discuss mistakes that have been made with respect to the street environment associated with the Third Avenue bus tunnel and explain how such mistakes will be avoided here.

- Transit-oriented development that provides affordable small-business spaces, affordable housing, and sustains businesses that meet the needs of a lower-income, immigrant community—including opportunities in and around Union Station—are another stated priority for our communities (see draft Jackson Hub plan, supra). At recent public workshops held on July 31, 2018 and March 13, 2019, neighborhood residents and representatives specifically expressed a desire to study options that would revitalize Union Station as a transit station. As such, any option for the West Seattle/Ballard Link alignment should enhance, rather than preclude opportunities for transit-oriented development in Pioneer Square and the Chinatown-International District.

In addition, the land use plans and policies support the following goals and objectives, which the EIS must disclose any positive or negative impact on:

- Support the emergence of a significant residential community in Pioneer Square and Chinatown-International District, particularly for market-rate and affordable workforce housing. (South Downtown Executive Recommendations)
- Encourage employment density near the South Downtown transit hub, where King Street Station and Union Station are located. (South Downtown Executive Recommendations, Jackson Hub Project Concept Report)
- Maximize the benefit of activities related to the presence of the Office of Arts and Culture and the Office of Economic Development on the plaza level of the future King Street Station. (South Jackson Street Connections Final Report)
- Enhance public safety and opportunities for social connections, accessibility, and physical activity with environmental design improvements, including street and sidewalk improvements that are healthful, biophilic, and regenerative. (Seattle Chinatown-International District 2020 Healthy Community Action Plan)
- Pioneer Square and the Chinatown-International District are historic and iconic neighborhoods worthy of preservation. West Seattle/Ballard Link design elements should comply with existing neighborhood plans, policies, and guidelines developed to protect the history and culture of these neighborhoods.
- The Chinatown-International District is home to the largest population of elderly and non-English speaking residents in Seattle. The West Seattle/Ballard Link project should include context-sensitive design elements that address neighborhood demographic characteristics.

The Seattle 2035 Comprehensive Plan establishes the following “quality of life” objectives of particular importance to Pioneer Square and Chinatown-International District, which the EIS should recognize and for which it should identify any adverse impacts and potential mitigation:

- Preserve and enhance important public views within the Chinatown-International District and Pioneer Square neighborhoods.
- Establish more high-quality pedestrian-oriented street environments in the project area.
- Reinforce the vitality and special character of the Pioneer Square and Chinatown-International District's many parts.
- Preserve important historic buildings to provide a tangible link to the past.
- Ensure and enhance light and air at street-level and in public parks.
- Enhance the relationship of Downtown to its spectacular setting of water, hills, and mountains.
- Create new parks and open spaces at strategic locations.
- Adequately mitigate impacts of potential redevelopment on the quality of the physical environment.

The project purpose and need statement includes the following purpose: "Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies…" We request that Sound Transit work collaboratively with City of Seattle to ensure that the design of station elements and the surrounding public realm will support current and future land use plans and policies that promote neighborhood preservation and development. We also request that Sound Transit include members of the public in those conversations, to ensure that community interests are represented in the agency conversations to shape the look and feel and future use in our neighborhoods.

Social and Environmental Justice

The nature of the vulnerable populations within Pioneer Square and Chinatown-International District are an essential part of the nature of the affected environment. The EIS should provide the analysis of social and environmental justice impact necessary for federal funding review.

The EIS will need to evaluate the impacts of construction and operation of all project alternatives on social resources in Pioneer Square and the Chinatown-International District. These social resources include: community cohesion, access to community services and resources, and access to community gathering places. The EIS will need to evaluate the impacts of project alternatives on special populations in our neighborhoods, including linguistically-isolated households and seniors. The EIS will also need to evaluate the impacts of project alternatives on environmental justice populations, including resources and institutions of particular importance to our neighborhoods' minority, low-income, and homeless community members. Finally, the EIS will need to make a determination of whether project alternatives have a disproportionately high and adverse impact on environmental justice populations.

In light of the existing health-related challenges our community members face, and recognizing that the substantial scope and scale of this project and related construction impacts, HSD requests that Sound Transit conduct a Health Impact Assessment to determine the potential effects of project alternatives on the health of populations

in Pioneer Square and the Chinatown-International District, especially vulnerable populations (low-income, homeless, senior, and minority community members). HSD and our partners encourage Sound Transit to use a broad definition of health to include pollution (air, water, vibration, and noise), physical activity, accidents and collisions, social resources, and economics, and identify opportunities to enhance health benefits while minimizing negative health outcomes.

Finally, the West Seattle/Ballard Link project will affect the economic environment in the Chinatown-International District and Pioneer Square neighborhoods. (Note that we disagree with Sound Transit and the City of Seattle's decision not to include Pioneer Square in its Race and Equity Toolkit evaluation of Level 1 and Level 2 alternatives, given the neighborhood's substantial homeless population.) We urge Sound Transit to apply a racial equity lens to the analysis of the project's likely economic impacts for both neighborhoods. We ask Sound Transit to place particular emphasis on evaluating and mitigating for the potential adverse effects of construction and operation on existing and future small and minority-owned businesses, many of which have provided a way for immigrant families to establish their economic sustainability.

Public Services and Utilities

Access to public services and first responders such as police, fire, medical emergency care, transit, schools, and human services is essential, especially given the number of homeless and elderly people living in these neighborhoods. These include human services located in Pioneer Square and the Chinatown-International District—including (but not limited to) International Community Health Services (ICHS), the Chief Seattle Club, Seattle's Union Gospel Mission Men's Shelter, Downtown Emergency Services Center, Compass Housing Alliance, Chinese Information and Service Center—and those located outside of these neighborhoods that serve residents of these communities, including (but not limited to) Lowell and Bailey Gatzert Elementary Schools, Meany Middle School, and Garfield High School.

Disruption to utility services such as water, sewer, and electricity adversely impacts all residents, but especially low-income and vulnerable populations who many not have alternative places to stay during service disruptions.

The EIS will need to evaluate the impacts of construction and operation of all project alternatives on access to public services and local utilities, identify potential disruptions, and mitigate for these disruptions.

Public Safety and Security

Public safety is a serious concern for our community members. According to a 2017 survey of residents and businesses in the Chinatown-International District, nearly 40 percent of respondents reported feeling the Chinatown-International District is not a safe place to live and/or work. (Seattle Chinatown International District Preservation and Development Authority and Interim Community Development Association, http://idea-space.info/wp-content/uploads/2016/05/CID-Survey-Report-061117-002.pdf).

There has been an enduring commitment by community organizations, business owners, and residents in both neighborhoods to improve public safety. For example, in 2015-16, a Task Force of twenty individuals representing Chinatown-International District resident advocates, businesses, property owners, and community development, service, and cultural organizations plus representatives from the Mayor's Office and Seattle Police Department developed recommendations to help the City of Seattle address public safety and other "entrenched issues that have plagued the neighborhood for several decades." Subsequently, the Task Force reconvened as a Public Safety Council to hold the City and community accountable for implementing recommendations emerging from the Task Force.

Unfortunately, despite our hard work and steadfastness, criminal activity persists in our communities. According to data provided by the Seattle Police Department and the Washington Office of Financial Management, the Chinatown-International District ranks third and Pioneer Square ranks fourth out of 57 neighborhoods in Seattle for highest crime rates. (Seattle Police Department and Washington Office of Financial Management, https://www.seattletimes.com/seattle-news/data/crime-rates-down-in-most-seattle-neighborhoods-but-theres-a-big-divide-between-north-and-south/).

The EIS needs to evaluate how construction and operation of each alternative would impact public safety and security in Pioneer Square and the Chinatown-International District. Substantial disruption from construction associated with the West Seattle/Ballard project could threaten our hard work to improve public safety. Considerations such as lighting and visibility, access for first responders, and minimizing unsecured construction areas are essential to ensuring the Project does not exacerbate our communities existing challenges with public safety and security.

Noise and Vibration

The Chinatown-International District and Pioneer Square neighborhoods include important cultural resources vulnerable to increases in noise and vibration. The Wing Luke Museum, for example, has art, artifacts, and installations that are sensitive to vibrations, and whose building has suffered from structural and other deterioration from transportation and utility projects like the streetcar.

In addition, there are nearly 170 unreinforced masonry buildings in Pioneer Square and the Chinatown-International District, according to the most recent documentation by the Seattle Department of Construction and Inspections (http://www.seattle.gov/Documents/Departments/SDCI/Codes/ChangesToCodes/UnreinforcedMasonry/ConfirmedURMList.pdf). Unreinforced masonry buildings are more vulnerable to damage from construction-related vibration than other buildings.

We request that Sound Transit explicitly include what we have learned about vibration effects during other area projects to date, and study the effects of construction and operational noise and vibration to these resources and other project area buildings.

Geology and Soils

As we have learned with other area projects (downtown bus tunnel, new SR 99 tunnel, ongoing and burdensome utility work throughout the neighborhoods), the West Seattle/Ballard Link project tunnel and station alternatives in the Chinatown-International District and Pioneer Square neighborhoods would have substantial effects on geology and soils resources within the neighborhoods. Tunnel boring options could have significant effects on soil stability in the project area, and could result in damage to historic resources as well as new investments in and around the project area. We request a thorough investigation of impacts on geology and soils resources to better assess the hazards and effects on neighborhood landscape, buildings, and potential future impacts to seismic stability in and around the project area.

Historic and Archeological Resources (related to Section 106)

As described in the Jackson Hub Project Concept report, Seattle's iconic transportation landmarks Union Station (1910) and King Street Station (1906) define a still active transportation hub at the south end of downtown. These stations fall within the Pioneer Square Historic District and Chinatown-International Historic District and will be directly affected by the West Seattle/Ballard project. Construction of the Project may also affect numerous other landmark buildings within the two historic districts, as well as affecting the human scale and economic viability of the districts, which is essential to maintaining their historic character. The EIS must provide a full accounting of the historic and archeologic resources in both historic districts, study the effects of the project on each of these resources and districts, and make a determination about adverse effects to the resources. For adverse effects identified, the EIS must disclose potential mitigation opportunities to offset those effects.

It is a clear goal of both neighborhoods to maintain vibrant, living communities within each district. Given the fragile nature of the cultural threads that serve as the underpinning to the historic resources in the Chinatown-International District, the EIS should seek to disclose mitigation for impacts that do not render preservation efforts that result in a "museum of what was" in the neighborhood. Historic markers are not sufficient mitigation. Mitigation identified for the West Seattle/Ballard Link project should reinforce and provide investments toward the cultural elements within the neighborhood that support the overall historic character and integrity.

The West Seattle/Ballard Link Extension project will require compliance with Section 106 of the National Historic Preservation Act. We request that Historic South Downtown be a consulting party to the Section 106 process.

Parks and Recreational Resources

Community gathering spaces are an important part of the Chinatown-International District and Pioneer Square community fabric. Hing Hay Park is located one block east of the Fifth Avenue alternative alignment, and would be subject to serious disruption during construction of the project. The Donnie Chin International Children's Park is two blocks farther away. The EIS must do a thorough review of the parks, recreational resources, and other public spaces in the Chinatown-International District and Pioneer Square neighborhoods, and study the construction and

operational impacts to these resources. Where impacts are unavoidable, the EIS should disclose possible mitigation opportunities that seek to enhance existing and create new public gathering spaces directly in the neighborhood, and potentially within the project footprint.

Transportation

Transportation and parking impacts are one of the most obvious significant adverse impact of the construction process and must be fully analyzed in the EIS. But the EIS should also address the transportation impacts of the completed design. Will it be harder or easier for people coming from Ballard or West Seattle to get to Pioneer Square or Chinatown-International District if the new tunnel has only a station on Madison Street? How will people with mobility impairments be affected? What will the impact be on bus traffic, transit routes, and stops through the neighborhoods? What will the impact on scarce parking be, and how will those impacts affect local small businesses and their access to customers and deliveries?

We have heard throughout the screening process that any alternative will displace buses from the E3 busway through SODO. We request a thorough analysis of where those buses would be routed during construction and once the project is complete. Pioneer Square is currently experiencing the effects of increased bus traffic through the neighborhood along First Avenue due to Viaduct demolition, and through Waterfront construction, and is experiencing the dramatic effects that bus volumes have on the integrity of the public realm (eroded pedestrian environment), as well as wear and tear and direct damage to underground resources such as areaways. The EIS must analyze the effects of bus diversion through the neighborhoods during construction and operation of the project. It should also disclose the cumulative effects of those diversions before and during the project.

The volume of people moving to and through the neighborhoods will have an indelible effect on the fabric of the communities, offering both a threat and opportunity. The EIS must include a thorough analysis of the expected ridership of the West Seattle/Ballard Link project and the total ridership expected to travel to and through the Historic South Downtown station, including the number of people traveling from the new West Seattle/Ballard link to other modes of transit in the neighborhoods: bus, existing light rail, Sounder, Amtrak, Streetcar, ferries. The EIS should provide models of anticipated transit rider movements through the neighborhoods and be explicit about the assumptions used to build those models. HSD requests that Sound Transit engage the community about the assumptions they will use to build their transportation models and provide opportunity for the public to inform the analysis.

PUBLIC INVOLVEMENT

We appreciate the effort Sound Transit has made to engage key stakeholders and members of the public in pre-scoping and alternatives analysis. One ongoing concern is that some residents and businesses in Pioneer Square and Chinatown-International District have not yet had a meaningful opportunity to engage. Language and other barriers—including discomfort engaging with government because of the current political climate and/or

trauma associated with engaging with government in their countries of origin—create challenges to engaging our community members with traditional public outreach methods. However, these challenges are not insurmountable.

We urge Sound Transit to recognize that overcoming these barriers takes time and resources. It means meeting our community members where they are, instead of expecting them to come to us, or to you. We respectfully request that Sound Transit employ tactics that work for our community members, including:

- Review all printed and online materials to ensure they provide a basic project overview and avoid jargon so that newcomers to the project can understand.
- Continue and expand Sound Transit participation in existing community meetings by asking to send project representatives to the "CID Forum"—a monthly community meeting on neighborhood issues and concerns run by InterimCID, scheduled meetings of the Pioneer Square Resident's Council, and other community meetings.
- Continue and expand participation in community events, such as the Night Market run by the Chinatown-International District Business Improvement Area and the Lunar New year celebration.
- Hold outreach events outside Union Station during rush hour.
- Staff at table at Hing Hay Park and Uwajimaya.
- Ask family association boards to share project information with members. (A family association is an organization formed by people who share a common ancestor or surname. In the Chinatown-International District, there are multiple family associations, including the Luke and Gee How Oak Tin Family Associations.)
- Attend community organization board meetings, particularly in Pioneer Square (the Downtown Emergency Services Center, Chief Seattle Club, Seattle Indian Health Board, Navigation Center, Friends of Little Saigon, etc.)
- Place translated outreach materials inside resident buildings.
- Offer multiple engagement opportunities including more online information for those who can't attend meetings.
- Place material on the trains coming into and out of the International District Station, King Street Station, and on buses and bus stops that pass through the area.

Finally, we request that Sound Transit create opportunities for the Chinatown-International District and Pioneer Square neighborhoods to inform design prior to draft EIS publication. Continuing and expanding outreach efforts during the development of the draft EIS will improve the likelihood of bringing the residents, businesses, and other community members along in the process. We believe this will help the project stay on schedule and deliver value and opportunity for all transit users and community members in 2035 and 2135.

Hello,

Below, please see the Northwest Seattle Coalition's comments regarding the West Seattle and Ballard Link Extensions EIS scoping period, specifically regarding Sound Transit 3 Link Light Rail Extension Ballard to Downtown corridor.

The Northwest Seattle Coalition formed in early 2016 and is composed of business, industry and neighborhood organizations from Seattle's neighborhoods, generally located within King County Council District 4.

Our comments on the EIS Scoping for the Ballard to Downtown corridor of Link Light Rail Extension follow:

Specific Routing topics of study:

- Study the Level 3 "Brown Line" from the tunnel portal west of Elliot Avenue to a surface station at Galer Street, continuing the "Brown Line" on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 "Blue Line" from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.
- Also study an underground station further west at 17th Ave NW and Market Street in Ballard.

Transit Ridership topics of study:

- Maximize reliability of future transit commutes:
  - Do not allow low and lower reliability features subject to failure during the useful life of the project, especially drawbridges.
- Minimize future transit-rider commute times:
  - Consider total future transit rider commute times with respect to the following negative impacts: drawbridge failures, and transfer penalties associated with bus-rail integration including: minimizing bus turning movement requirements to drop off passengers at the Interbay Station, bus platform locations nearest to station entrances, and rail platform locations to reduce transit rider transfer walk time.

Environmental topics of study:

- Acquisitions, Displacements and Relocations
  - Consider maritime displacements in Salmon Bay and the operations of extremely hard to relocate maritime industry in Salmon Bay.
- Economics
  - Consider the long-term negative economic impacts of both increased operating expenses to maintain and negative effects on surrounding commerce of drawbridge failures, similar to the Ballard Bridge failures we currently experience.
  - Consider permanent negative economic impact of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliot and 15th Avenues and at Fisherman's Terminal.

    - Consider significant negative economic impact of construction of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliot and 15th Avenues and at Fisherman's Terminal and Salmon Bay.
    - Consider the positive economic effects of increased access associated with future expansion per the Sound Transit Long Range Plan to both the north and east from a Ballard Station location
- Environmental Justice
    - Consider transit users from Interbay and east Magnolia who are living in naturally affordable housing as transit users who may otherwise have to drive to work or school.
- Land Use
    - Consider current land use in Ballard and total activity in Ballard Urban Village. Consider how to locate the Ballard Station as close as possible to those residential units and commercial activity locations while minimizing other impacts.
    - Consider TOD potential in Interbay, including: East Magnolia and West Queen Anne.
    - Measure walk-, bicycle- and transit-shed in detail using actual sidewalk infrastructure, planned bicycle infrastructure, and Long Range Plan for King County Metro Transit including potential bus circulator connections for central and west Magnolia and Seattle Pacific University. Please do not use crow flight radiuses to measure walk-shed, please include slope steepness and total travel time in walk-shed analysis.
    - Please include all 2040 Metro Connects Long Range Plan Magnolia bus routes as potential ridership boosting connections to land use in Magnolia.
    - Consider the future redevelopment and potential increased population and ridership from the Interbay National Guard Armory site.
    - Consider the Port of Seattle's planned industrial land use development on the north and east sides of the Port's Terminal 91 complex.
- Noise and Vibration
    - Consider the current noise and vibration of the BNSF freight yard and the relatively lower impact of locating the light rail infrastructure near that rail yard.
- Parks and Recreational Resources
    - Consider how to integrate the Interbay park facilities in future plans
    - Consider how to minimize impacts to Interbay P-Patch facilities
- Public Services, Safety and Security
    - Consider how to reinforce the Dravus Street overpass of BNSF, specifically for non-motorized and transit and emergency vehicle access to serve emergency access point needs to the Magnolia neighborhood.
    - We recently saw mobility reduced due to snow. We expect mobility to be reduced in the event of the Magnolia Bridge failing. Light rail is likely to operate normal regular service. Please consider the Interbay station location and station access (from Magnolia across the BNSF railroad) improvements as vital safety improvements for the neighborhood.
- Transportation (traffic, freight, navigation, transit, non-motorized)
    - Please consider the negative impact both permanently and especially during construction of the Representative Alignment on all vehicle and vessel movement in Interbay and Salmon Bay.
    - Please consider how to locate the Interbay Station closer to Dravus Street for better bus-rail transit integration to reduce commute times for future transit riders.
    - Please consider how best to integrate Magnolia and Seattle Pacific University bus routes in King County Metro Connects 2040 Long Range Plan with the Interbay light rail station.
    - Utilize current and improve existing pedestrian and bicycle infrastructure connections to Smith Cove and Interbay station locations.
    - Study additional walking, bicycle, and bus transit connections between Interbay and Seattle Pacific University and their positive impacts.
    - Ensure design of Link Extension integrates with current Magnolia Bridge and future Magnolia Bridge Replacement.
    - Consider the future redevelopment and potential increased population and ridership from the Interbay National Guard Armory site: consider added walking and micro-mobility connections between Smith Cove and Interbay stations that would allow access to Armory site and Whole Foods.

- Visual and Aesthetics
    - Consider the current aesthetics of the BNSF freight yard and the relatively lower impact of locating the light rail infrastructure near that rail yard.
- Water Resources
    - Consider the impacts of construction of above ground Ship Canal crossings on salmon habitat and migration in Salmon Bay.

On behalf of the Northwest Seattle Coalition, thank you for all your work to expand our regional high capacity, rapid transit system,

Ben Broesamle
Coordinator
Northwest Seattle Coalition

The Northwest Seattle Coalition consists of the following organizations:

The Ballard Alliance as its predecessor organizations: the Ballard Chamber of Commerce and the Ballard Partnership for Smart Growth
Central Ballard Resident's Association
The Coalition of Magnolia, Queen Anne, & Interbay
Crown Hill Neighborhood Association
Interbay Neighborhood Association
Magnolia Chamber of Commerce
Magnolia Community Council
The Magnolia Trail Community
North Seattle Industrial Association
Queen Anne Chamber of Commerce
Queen Anne Community Council
Uptown Alliance
West Woodland Neighborhood Association
Whittier Heights Community Council

contact@nwseattlecoalition.org
@NwSeaCoalition | Facebook

Thank you for the opportunity to provide comments on the scope of the EIS. Historic South Downtown looks forward to continuing to develop a collaborative working relationship with Sound Transit to shape the West Seattle/Ballard Link project.

Sincerely,

Barry Blanton, Blanton Turner
Teresita Batayola, International Community Health Services
Lisa Howard, Alliance for Pioneer Square
Kathleen Barry Johnson, Historic South Downtown
Denise Moriguchi, Uwajimaya
Tomio Moriguchi
Savitha Pathi, SAG member, Trustee, Wing Luke Museum of the Asian Pacific American Experience
Beth Takekawa, Wing Luke Museum of the Asian Pacific American Experience
Maiko Winkler-Chin, SCIDpda
Larry Yok, Trustee, Wing Luke Museum of the Asian Pacific American Experience

Attachment A

The Pioneer Square and Chinatown-International District neighborhoods have engaged in multiple studies and community planning processes to define our priorities. The following are links to these studies and plans.

Neighborhood, municipal, and regional plans:

Pioneer Square Streetscape Concept Plans
Pioneer Square Parks and Gateways Project
Pioneer Square 2020 Neighborhood Plan and Updates
Pioneer Square Active Streets Strategy Report
1998 Pioneer Square Neighborhood Plan

CID Public Safety Task Force Recommendations
2008 Economic Development Study (CID OED)
King Street Station Multimodal Hub Health Impact Assessment (2011)
Jackson Hub Project Concept Report
King Street Station/Union Station Square Concept Plan

Imagine Greater Downtown Big Ideas
Seattle Chinatown-International District 2020 Healthy Community Action Plan
Measuring Neighborhood Air Pollution (nearby study)

South Jackson Street Connections Final Report (2016)
Livable South Downtown Overview (2009)
Livable South Downtown Planning Study Executive Recommendations (2009)
Livable South Downtown Background Report (2006)

2017 Parks and Open Space Plan (Seattle Parks and Recreation)
Seattle 2035 Growth and Equity (Seattle OPCD, 2016)
Stadium District Concept Plan (2012)
Seattle 2035 Comprehensive Plan (2015-2035)

Where appropriate, HSD requests Sound Transit adhere to the following neighborhood-specific design guidelines when developing the alternatives for the WSBLE project:

International Special Review District Design Guidelines (DON)
Pioneer Square Prism Glass Design Manual
Pioneer Square Preservation District Guidelines

The Magnolia Community Council's comments on the EIS Scoping for the Ballard to Downtown corridor of Link Light Rail Extension follow:

Specific Routing topics of study:

- Study the Level 3 "Brown Line" from the tunnel portal west of Elliott Avenue to a surface station at Galer Street, continuing the "Brown Line" on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 "Blue Line" from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.
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  - Consider significant negative economic impact of construction of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliott and 15th Avenues and at Fisherman's Terminal and Salmon Bay.

    - Consider the positive economic effects of increased access associated with future expansion per the Sound Transit Long Range Plan to both the north and east from a Ballard Station location
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    - Consider transit users from Interbay and east Magnolia who are living in naturally affordable housing as transit users who may otherwise have to drive to work or school.
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    - Consider current land use in Ballard and total activity in Ballard Urban Village. Consider how to locate the Ballard Station as close as possible to those residential units and commercial activity locations while minimizing other impacts.
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    - Consider the Port of Seattle's planned industrial land use development on the north and east sides of the Port's Terminal 91 complex.
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- Transportation (traffic, freight, navigation, transit, non-motorized)

    - Please consider the negative impact both permanently and especially during construction of the Representative Alignment on all vehicle and vessel movement in Interbay and Salmon Bay.
    - Please consider how to locate the Interbay Station closer to Dravus Street for better bus-rail transit integration to reduce commute times for future transit riders.
    - Please consider how best to integrate Magnolia and Seattle Pacific University bus routes in King County Metro Connects 2040 Long Range Plan with the Interbay light rail station.
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- Water Resources
    - Consider the impacts of construction of above ground Ship Canal crossings on salmon habitat and migration in Salmon Bay.

On behalf of the Magnolia Community Council, thank you for all your work to expand our regional high capacity, rapid transit system.

SCIDpda

Seattle Chinatown
International District
Preservation and
Development Authority

April 1, 2019

Submitted via email to: WSBscopingcomments@soundtransit.org

West Seattle and Ballard Link Extensions, c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Scope of the EIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

The Seattle Chinatown International District Preservation and Development Authority (SCIDpda) appreciate the opportunity to submit input on the scope of the environmental impact study for the West Seattle and Ballard Link Extensions project.

SCIDpda was created by the City of Seattle and the community in 1975 to work for the conservation and renewal of the unique cultural and ethnic integrities characteristic of the Chinatown-International District.

We were created to promote, assist and encourage the preservation and development of structures and open spaces in a manner that affords a continuing opportunity for local business and property owners, residents, community organizations, and visitors to carry on their traditional, as well as developing, activities. Our job includes encouraging programs to expand food retailing, especially the sale of ethnic products; to expand and preserve the residential community, especially for low-income people; to promote the survival and predominance of small shops, ethnic businesses and other enterprises, activities and services which are essential to the functioning and vitality of the Chinatown-International District.

We know our neighborhood well. We understand that our community has various viewpoints and opinions, and we try to represent the diversity of our stakeholders. We have staff who have participated in Sound Transit's Stakeholder Advisory Group process, as well as other transit planning discussions in the area, and spend time trying to understand these decisions, but do not claim any expertise in this work.

We see the work that Sound Transit is undertaking as a great opportunity as Union Station (adjacent to all alternatives) is the confluence of local and regional transit lines. This Project, rather than only focusing on solving its alignment issue, should take into consideration the potential for the 4th Ave viaduct upgrade/redevelopment and other major projects and their impacts on our community as it examines its alternatives.

We believe this is a great opportunity for Sound Transit, City of Seattle and King County Metro to work together to redevelop the Union Station area to a modern and effective transportation hub that could serve the region and beyond in the long-term - the 100 year vision - as this is a transformative project.

P 206.624.8929
F 206.467.6376

409 Maynard Ave S
Suite 200
Seattle, WA 98104

P.O. Box 3302
Seattle, WA 98114

www.SCIDpda.org

Alternatives to Study

SCIDpda does not believe that any of the alternatives being discussed at this time are ideal. It's prudent for planners, engineers and designers to study best practices at other places and come up with better alternatives that reduce construction costs and timeline and mitigates displacement risks. We fear making a decision now that could limit the best option for all of us in the future.

For this reason, we believe all alternatives need to be studied. If Sound Transit can eliminate the Representative Alignment with no legal risk, it should do so.

We understand Sound Transit is under pressure to deliver ST3 quickly and faster than past light rail projects, but faster is not always better - and if we are looking at what works best with a long term time vision in mind, the extra time may lead to the development of an alternative that meets our community's expectations. We ask Sound Transit to let the EIS process do what it is meant to do - compare alternatives identify impacts, and identify mitigation measures, so that the best alternatives come forward.

Vulnerable Community
It is clear that Sound Transit is keenly award that our community is low income and a community of color. What has not been stated often, and needs to be examined in the EIS for alignment impacts on additional factors that make our neighborhood vulnerable, including:

- High concentration and number of seniors - close to 25% are 65 and older; most are on limited incomes
- High number of residents who do not speak English at home (over 50%)
- High percentage of residents who immigrated to the US who often do not understand public processes, or why our projects take as long as they do

Our businesses are also vulnerable. A high number are small family owned operations, with limited English skills and capital, and are often low income.

Construction Impacts
This neighborhood, because of its location between the central business district and industrial areas, has endured major construction projects. SCIDpda staff and board have been here during I-5 construction, the Kingdome, Union Station, and most recently the First Hill Streetcar. We experienced Sound Transit work in the Rainier Valley. That history causes us to be deeply concerned about construction, its impacts and potential mitigation, and we request in-depth study with mindful, culturally-competent perspective.

We expect adequate and fair mitigation of construction impacts. The EIS must identify detailed mitigation, and the systems that will be put in place to monitor the effectiveness of the mitigation as construction proceeds. Please consider recent experiences of major public projects in Seattle, and reflect on what worked and did not work in Link Light Rail Rainier Valley experience in the work with small businesses (both with Sound Transit and the City of Seattle), and City of Seattle's First Hill Streetcar. There are other ethnic enclaves that have endured similar projects that can also be used as "learning opportunities" or "best practices".

Disruption to utility services such as water, sewer, and electricity adversely impacts all residents, but especially low-income and vulnerable populations, or for impacted businesses. Careful scheduling,

timing, coordination, and communication is key to success, as we learned during the First Hill Streetcar project. The EIS will need to evaluate the impacts of construction and operation of all project alternatives on utilities, identify potential disruptions, and mitigate for these disruptions.

Keeping our businesses informed of construction impacts months in advance may not be intuitive, but is important. Some of our neighborhood businesses purchase goods months in advance in order to utilize shipping, or due to seasonality.

Other construction impacts that need to be included in the EIS:

- How will construction location and type impact our air quality? Our air quality is currently some of the worst in the Puget Sound Region as determined by the Puget Sound Clean Air Agency.
- How will the different alternatives impact accessibility for those who live, work, shop, and visit our neighborhood? We request the EIS examine this based on the general public, as well as those noted above in Vulnerable Community.
- We understand that the staging area is likely to be in the CID historic core, potentially near the Joe's Tavern site. What will the different alternatives' impacts be on the community? Our traffic in the neighborhood is difficult due to the confluence of our vulnerable community, drivers of both passenger and commercial vehicles cutting through the neighborhood, cyclists, transit, etc. What activities are anticipated at the staging area, how will that impact the surrounding area's accessibility and transportation flows, air quality, noise and vibration, and other considerations we have not considered?

Back to Back Projects
For the past 10 years our staff and board have been told that the 4th Avenue viaduct either needs to be rebuilt or that it is in good shape. To get clarity, we request the EIS examine 4th Avenue's condition because the cumulative impacts of ST3 and 4th Avenue rebuilt within close timing would potentially kill the Chinatown International District. Simply put, is there potential opportunity to resolve both issues with one project?

Station Area
There has been much community discussion as to what should happen at the station area for economic development. How will the community benefit from station area development? Who will manage, and can it be done in a way that complements – versus competes with – surrounding neighborhood businesses? These questions should be examined in this process.

We are intrigued by a vision of a revitalized Union Station. But, we feel that it order for it to function well, it would need to have something to draw people into the property, other than just commercial uses. Making it a functioninig station, forcing peopel to enter it for access, would be an immense improvement, and a grand entrance into our city. The EIS should identify those key features to making it function well.

We also request that the station area have a location from which the public can purchase or obtain the different classifications of ORCA cards (e.g. youth, ORCA Lift, RRFP), and to consistently have education materials in a variety of languages so new transit users can understand how to use the cards. We hear that there are concerns amongst immigrant populations about using the ORCA card program as they do not want to be cited and fined for not having "tapped in" correctly.

We request that Sound Transit work collaboratively with City of Seattle as it does station area planning - we need to ensure that station elements and the surrounding public realm promote neighborhood preservation and development.

Public Safety and Security
In a diverse community with a variety of opinions – one thing we generally can agree on is that we are all concerned with public safety. The EIS needs to evaluate how construction and operation of each alternative would impact public safety and security in Pioneer Square and the Chinatown-International District. Considerations such as lighting and visibility are essential.

Open Space
The Plaza to the east of Union Station - the area's above the existing light rail station - is not welcoming, does not reflect the culture of our communities, and is visually distracting. As part of the EIS and in discussions of open space, we request how the area is reimagined to become a world-class transportation hub reflective of our City.

Transportation
We cannot imagine what transportation will be like in the future. What happens with the E3 busway? What happens when Highway 99 starts tolling? The EIS should articulate its assumptions on transportation flows, and how the different alternatives impact and address challenges.

We still foresee a need for parking and for access to our community because our area is a regional draw, and even when Sound Transit is complete, those shoppers into the neighborhood who come from as far as Bellingham, Olympia and Yakima will still need to drive. As we often say, Grandma can't get a 50 pound bag of rice home on transit, and Amazon does not deliver her. The question for the EIS is how will the alignments impact parking, and access to businesses for both customers and business deliveries?

Public Involvement
We appreciate Sound Transit's efforts to engage our community. And you have to keep trying, it is an iterative process. The language is hard enough, but it is more than that - it is partly cultural. Some of our community may never participate as they may not have the time, energy, language, or the understanding of what is being asked of them – they may have never been asked before, or feel it is not their role, but you must keep trying.

Doing this work takes time, resources, and consistency. The work gets confusing for the community because in the community's mind, the agencies all fall into the bucket of "government".

We thank you for this opportunity and look forward to working with Sound Transit and other partners in making this one of the best transit centers in the world. It is one of the biggest in the Western US, and we have the exciting opportunity and an obligation to make it better for ourselves and for future generations.

Sincerely,

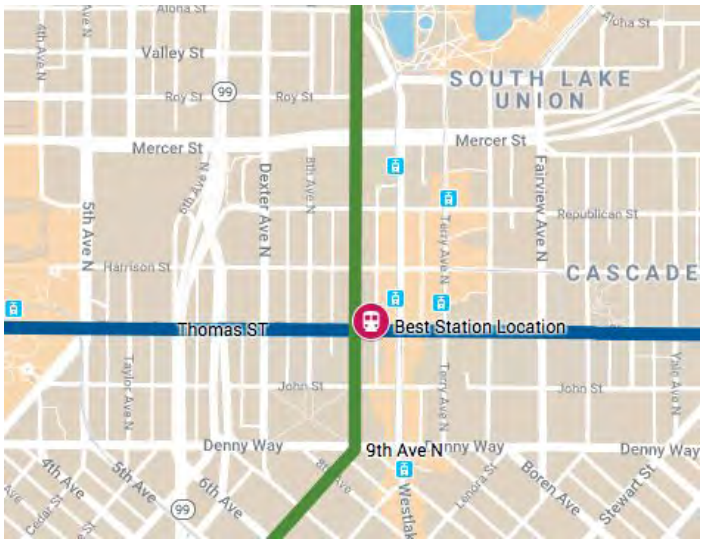
Jared Jonson, Board of Directors President
Maiko Winkler-Chin, Executive Director

Seattle Neighborhood Greenways
safe healthy streets for all SeattleGreenways.org @SNGreenways
Impact HUB Seattle 220 2nd Ave South #100 Seattle Washington 98104

Dear Sound Transit Board and Staff,

As Sound Transit considers the West Seattle and Ballard Link extensions route and station alternatives, **we encourage you to site the South Lake Union station location as close to the intersection of 9th Ave N and Thomas St as possible.**

This location would provide the best access north-south and east-west for people walking and biking. Thomas St, part of the Lake2Bay plan, is envisioned by the City of Seattle as the only east-west route for people of all ages and abilities biking in South Lake Union and will be the premier east-west walking and rolling street. 9th Ave N is planned to be the primary north-south biking route in South Lake Union, providing connections within the neighborhood and beyond to Westlake and Belltown.



Siting the station close to Thomas St and 9th Ave N will be the most accessible location for walking and biking in the neighborhood, ensuring a maximal walkshed and bikeshed. The location is also compatible with transit transfers, being only feet away from the South Lake Union streetcar stop and rapid ride stops.

Thank you for your consideration,

Sincerely,

Gordon Padelford
Executive Director
Seattle Neighborhood Greenways

28 March 2019

Mail West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Swift:

Thank you for the opportunity to provide input on the scope of the Environmental Impact Statement analysis for the proposed West Seattle and Ballard Link Extensions.

Seattle Repertory Theatre aspires to *put theatre at the center of public life*. From our building at Mercer and Warren we produce more than 300 performances per year and welcome more than 130,000 visitors from Seattle, the greater Puget Sound area, and beyond.

As we contemplate our own long-term planning to better align our facilities with our public mission, we see enormous opportunities in the proposed Ballard Link extension scenarios both north and south of us. Bringing people to the Seattle Center campus through the extension of light rail service is directly aligned with our desire to serve a broader community and better integrate with the emerging Uptown Arts and Cultural District. We strongly support transit efforts in this area and are eager to collaborate in planning this important civic project.

Of course, operating two performance halls with eight performances per week both day and night means we have special functional requirements to consider, as well as being a sensitive receptor for noise and vibration that may be associated with transit near our buildings. We would welcome the opportunity to share the details of our operations with your team during the EIS process, and look forward to working with you to analyze possible impacts during both construction and long-term operations.

What's more, working together to craft a long-term plan for transit and cultural development at either Republican Street or Mercer Street has the potential to generate sustained public and neighborhood value for decades to come. We look forward to talking with you and your team.

Very truly yours,

Jeff Herrmann
Managing Director

SEATTLE STREETCAR COALITION

Sound Transit
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

April 1, 2019

Dear Ms. Swift,

The Seattle Streetcar Coalition (www.letsgostreetcar.org) represents a broad partnership of residents, nonprofits, businesses, arts, healthcare, educational and cultural institutions in neighborhoods spanning the length of the current line as well as neighborhoods to the north and south. We are committed to realizing a connected and robust streetcar network in Seattle.

We are strong proponents of multiple transit options as we realize that no single transportation solution can meet the travel demands of our rapidly growing city. In current planning, the Center City Connector (C3) Streetcar is the only high-capacity transit coming to Seattle prior to the completion of the West Seattle to Ballard Link Extensions (WSBLE) project. And come 2035, we are excited for meaningful, multi-modal connections for riders.

However, based on your present level of analysis, it appears that there are serious impacts to the Seattle Streetcar system that threaten its functionality for users during construction and could threaten the operations of the system as it recovers from ST3-related impacts. It's important to note that many of the present streetcar users are members of vulnerable populations along the First Hill line – including residents of Yesler Terrace, and elderly or low-income residents of Chinatown International District and Pioneer Square. Additionally, please consider that the First Hill streetcar was built as mitigation for Sound Transit failing to deliver a First Hill light rail stop. Now you threaten the very mitigation you proposed and funded.

We support ST3, a 100-year investment in transportation. However, its success cannot disrupt the vitality of another essential transportation mechanism. Sound Transit should study the impacts to the Seattle Streetcar as part of the transportation section of your Draft Environmental Impact Statement. Specifically, please:

- Study alternative construction methods that could either keep the Streetcar running or minimize disruption
- Study the impact on ridership to all segments of the system associated with truncating the lines at CID and Westlake
- Study potential options for re-routing, using shuttles, and other interim measures to provide streetcar riders with uninterrupted levels of service
- Include the impact of constructing the Ballard-Chinatown tunnel, station locations at Westlake and the Chinatown-International District, construction traffic, staging areas and any other incidental impacts that might interrupt the regular and reliable delivery of system-wide Streetcar service. Consider utilizing off-ROW, private and alternate properties for staging areas to avoid line disruptions. Consider other mitigation based on the impacts identified in the study.

- Study the ramifications of eliminating access to streetcar maintenance facilities and how that impacts the Center City Connector streetcar overall operability

Additionally, in evaluating environmental justice impacts, Sound Transit should study:

- Impacts to vulnerable populations along the First Hill and South Lake Union Streetcar alignments
- Loss of access to clean, predictable and efficient transportation in the communities served by the two existing lines and the future C3 streetcar

To eliminate the full connection that is being realized through C3 is unacceptable. The C3 establishes a linked streetcar system and will be complete in 2025 - around the time you will go to construction with WSBLE. Anything Sound Transit does to threaten this system needs to be clearly articulated through the environmental process and with stakeholders that depend on the streetcar. Additionally, any mitigation costs to keep the Seattle Streetcar System running need to be assumed by Sound Transit.

Again, we support clean, efficient, high-capacity transit through a variety of means. But we cannot irreparably harm one mode in favor of another.

Regards,

Seattle Streetcar Coalition

To: Sound Transit Board and Planning Staff
Re: ST3 Level 2 Planning

Thank you for the opportunity to comment on ST3 level three planning in advance of your selection of the preferred alternative and backup options you will advance through the EIS process.

We're finally here: ST3 Planning level 3 is where we cut everything but two options and send those on for an environmental impact study. At this point, our primary concern is with the low end options. We are concerned that high end options that require local funding will not be funded and we don't want to be left with backup plans that are less than optimal for riders.

In addition to our comments below we want to stress the importance of pedestrian access to stations. Making sure that stations are as easily accessible as possible needs more focus and study.

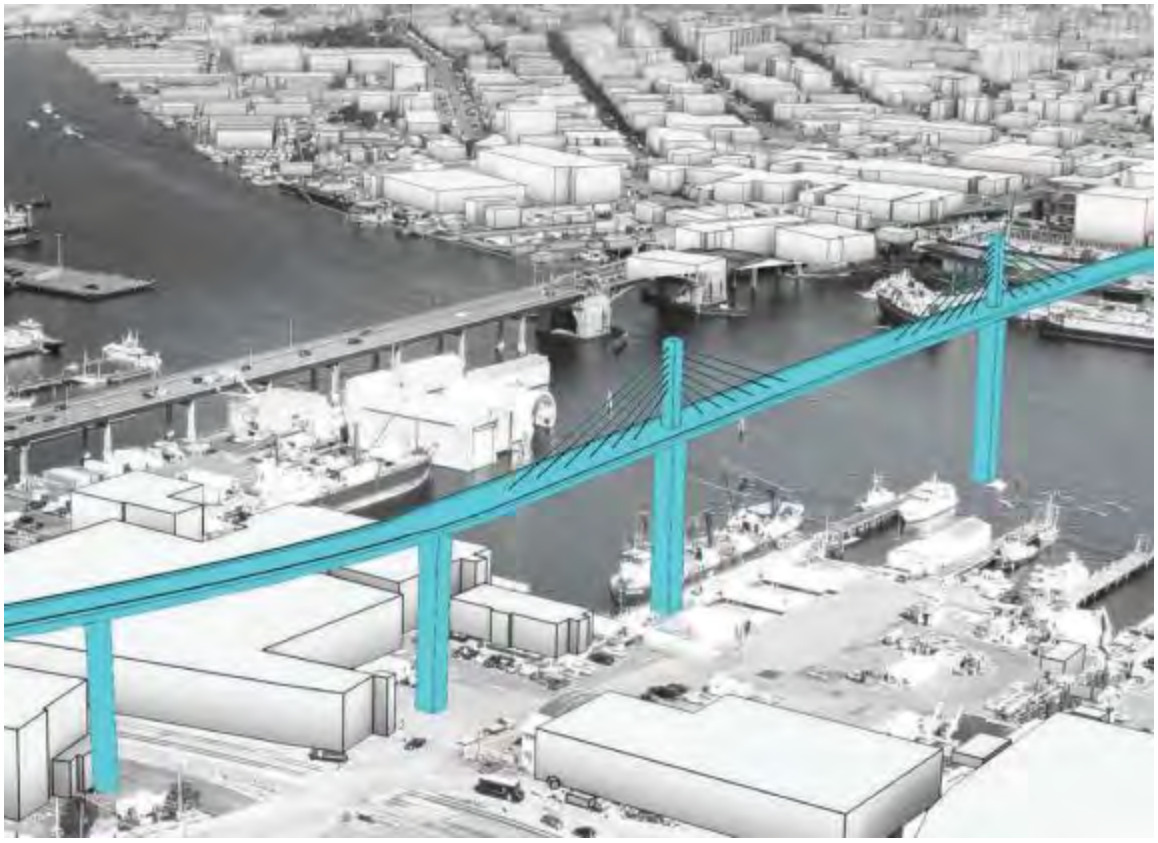
We also want to say again that Sound Transit should still be working to speed up the timeliness for project delivery if at all possible. That means making decisions that move the process forward instead of drawing dead end arguments out.

Right now we need to make sure the affordable options that we send through are acceptable in case additional local funding never comes. Building on our central concepts of Reliability, Expandability, and Accessibility along with our Level 2 feedback and plea to put riders first, here is what we're focused on now by station:

Ballard
Though we've heard ST staff say many times that the options are mix and match, we don't get the impression they mean it when it comes to the Ballard station location. As we (and others) have said many times a 14th NW station and a drawbridge are both unacceptable. A drawbridge is an unacceptable reliability compromise for the future or our system. A station on 14th NW simply doesn't serve riders west of 15th or transfers well. A station on 15th NW with entrances on both sides of the street does.

A 14th high bridge crossing with a station on 15th is our minimal expectation for an affordable option. While it's not impossible to see local funding via the port come through for a tunnel to Ballard, as the current options stand, the 15th Ave NW tunnel station the only option we can support.

That said, the SAG and ELG have produced a short list of outcomes for Ballard that are mediocre at best. If we are looking at the best possible outcome for transit riders we should be looking to move the line into the center of the walkshed for Ballard similar to the option on 20th presented on Seattle Transit Blog.



Fixed bridge crossing at 14th

SoDo and the International District

This is a rare case where the best option is also the most affordable option and has the least schedule risk. Though a cut-and-cover station on 5th will have impacts it will serve transfers between the two Link tunnels far better than anything else on the table and preserve Ryerson bus base. This alignment also saves $200m which conceivably could be used on key options elsewhere and to devise very good mitigation for ID businesses. Variations of this option should be included in both the high/low alternatives in the EIS.

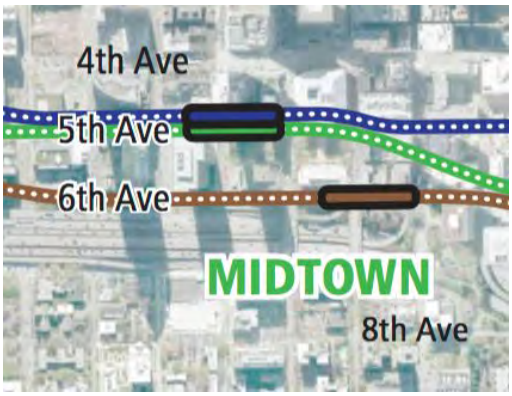
West Seattle

We're highly skeptical of the value of spending $700 million or more on a West Seattle tunnel that has no advantages for riders. We're particularly concerned that local politicians are attempting to kill transit projects in service of spending on this tunnel. The affordable/elevated option that makes it through to the next round should include a crossing to the south of the West Seattle Bridge to avoid conflicts with the port. The yellow line is an improvement on the representative alignment as it orients the Junction station north/south to ease future expansion. We would like to see multiple variations of affordable options make it through to the EIS instead of any tunnel options.

As an example, here is an alternative that we would like to see forward for elevated rail in West Seattle.

Midtown

In Midtown, we need to focus on connections to First Hill. Perhaps the best place for that is between Madison and Marion on 5th Avenue (the Blue Line) where east connections to Madison BRT are possible. For high/low variations at this station, we want to see station pedestrian access options considered. A pedestrian tunnel to 3rd or 7th could make a big difference for riders.

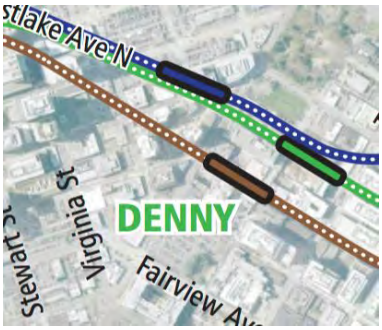


South Lake Union

A Harrison station is both affordable and the best for transit, bike, pedestrian connectivity. We would like to see variation of this alignment selected in both high and low cost alternatives.

Denny

A station mostly oriented south of Denny with an entrance north of denny (blue line) is the best option for the walkshed if we assume a Harrison SLU station. It should be included in both high and low cost alternatives.



Westlake

It was hard to tell what the tradeoffs are for Westlake Station from the presented materials. The location of the future Westlake Station is all about transfers. The option that creates easier transfers and is better for the user experience of transit riders is what should be built. Multiple options that explore the best possible transfers for riders should be included in the EIS.

Seattle Center

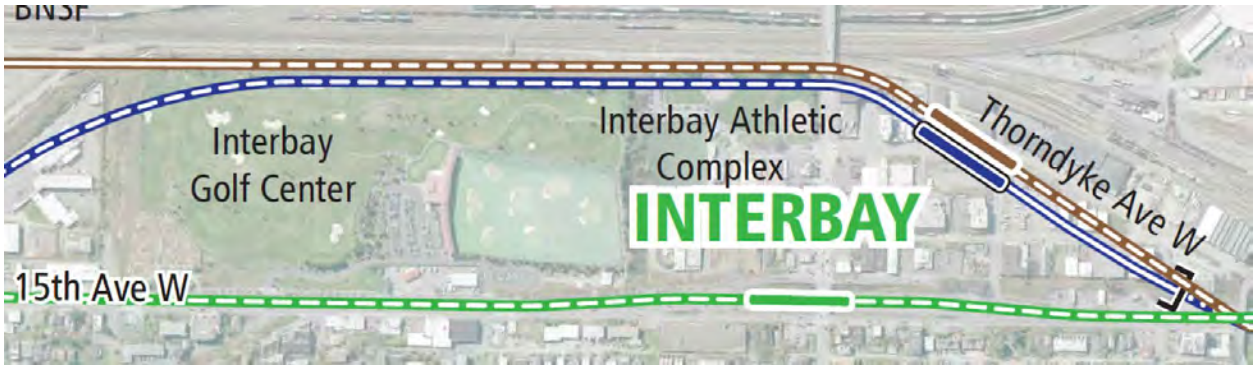
At Seattle Center, we prefer direct access to Key Arena provided by a Republican Street Station and we also believe construction of a Station on Mercer would be another mess. Republican option should advance for both high/low options.

Smith Cove

A station that integrated with the Helix bridge made a lot of sense on its face, but the $200M price tag is eye popping for not much of an upside. There are definitely reasons to like that option, but not for that price. The other option, the Brown Line station at Galer, also added $100M over the representative alignment mostly due to a longer tunnel that extends under Elliot Avenue and allows the alignment to be mostly on the surface through Interbay, including the station at Galer St. Both Smith Cove station locations currently have pedestrian-only access to Expedia over the BNSF railroad tracks. There are clearly better places to focus transit funding and we should choose the best option that makes the Interbay alignment as a whole affordable, the Brown Line's surface station at Galer Street does just that.

Interbay

In Interbay, there still appear to be an opportunity to both save money and improve transit access. We would like to see a version of the brown line that moves the Thorndyke Station to Dravus Street west of 17th Ave for much better access. Elevated/surface variations of the BNSF alignment (brown line) should advance with a focus on as much surface rail as possible without traffic crossings for both high & low options.



The most essential feature that has been left mostly unaddressed is building for the future. ST3 must be built for expansion. That means expansion for a future Aurora Line, a future Madison Line, a future Airport Bypass, a Ballard/UW Line, a Ballard/Lake City Line -- all the lines on our vision map. We implore the Sound Transit Board to look past the typical planning skirmishes and think about how this plan will be future proof and best serve riders.

Thank you again for the opportunity to comment and for doing what is best for the millions of people who will use Link, our city, our region, and the future.

Thank You,

Seattle Subway

SOUTH LAKE UNION COMMUNITY COUNCIL

April 2nd, 2019

West Seattle and Ballard Link Extensions EIS Scoping
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

<Via email: wsbscopingcomments@soundtransit.org>

Dear Ms. Swift,

The South Lake Union community submits the following thoughts for consideration in scoping of the Environmental Impact Statement for the Sound Transit West Seattle and Ballard Link Extensions through South Lake Union and the Denny Triangle neighborhoods.

Perhaps the most significant urban revitalization in America today, the economic vitality and urban vibrancy of South Lake Union is critical to Seattle's emergence and competitiveness as a driver of the global technology and health sciences economies. This neighborhood's success is predicated on the community-driven and City-adopted principles outlined nearly a decade ago in the SLU Urban Design Framework and SLU/Uptown Mobility Plan.

To be specific:

South Lake Union and Denny Triangle stakeholders are in consensus that the "Blue Line" configuration with station facilities near 1. Denny Way / Westlake Avenue and 2. Harrison Street / Dexter Avenue best serve our North Downtown communities. These locations provide the best access to the high-density commercial and residential populations both south and north of Denny, including the SLU core and new employment centers north of Mercer Street, along with multiple access points and intuitive walksheds to the Seattle Center.

Transit Oriented Development and/or access points to station facilities in partnership with existing property owners is desirable, and the utilization of surplus City of Seattle properties at or near system access points provides opportunity to ease deficiencies in Seattle's workforce and low-income housing inventory. The location of a station near our proposed Mobility Hub at Harrison/Thomas and new 7th Avenue North creates opportunities for connections to the downtown core, multiple bus routes and Seattle Center, in an area that could support these housing types.

While the benefit of the West Seattle and Ballard Link Extensions is profound, our community strongly encourages Sound Transit to consider the following impacts of the construction process and system configuration on its scoping of the EIS.

Kyle Ducey
President
W.G. Clark

Andrea Owner
Vice President
Plymouth Housing Group

John Thomas
Treasurer
NBBJ Architects

Matthew Curry
Secretary
UW Medicine at South Lake Union

Lloyd Douglas
Cascade Neighborhood Resident

Jim Goodspeed
Goodspeed Architecture / SLU Resident

Jake Sutherland
Resident

James B. Notkin
Kakao/415 Westlake/Union

John Pehrson
Cascade Neighborhood Resident

Scott Rusch
Fred Hutchinson Cancer Research Center

Ross Richards
Amazon

Kristie Logan
Seattle Cancer Care Alliance

Matthew Mauer
Vulcan Inc.

Existing Transportation Infrastructure: Existing mobility infrastructure in South Lake Union and Denny Triangle has already been heavily impacted by an unprecedented quantity of commercial construction as well as the installation of the new electrical distribution system disseminating from the Denny substation. Construction of a station facility at the Denny Way / Westlake location is expected to disrupt existing Bus Rapid Ride service along Westlake Avenue and Denny Way and existing Streetcar service along Westlake Avenue; both essential to the South Lake Union and Denny Triangle workforce. Furthermore, it is essential to consider the importance of efficient and unimpeded operations of private-workforce bus service operated by South Lake Union employers. The impacts associated with construction of the new stations must be sensitively mitigated to minimize disruption to business activities and residential life.

Pedestrian Flow and Safety: The safe, intuitive and efficient passage of pedestrians is crucial in South Lake Union and Denny Triangle. Close attention will be necessary to mitigate the pedestrian barriers that currently exist at Denny Way and Westlake Avenue to the south and Mercer Street and Dexter Avenue to the north. Exploring the utilization of station facilities and their access points as innovative passages to cross these barriers is encouraged.

Businesses: While the reasonably "short-term" impact of construction on local businesses is understandable, it is critical that intuitive and safe access to businesses be consistently provided, both for the local workforce and for visitors. These impacts should be considered not just on the major employers but also on the viability of street-side retailers that provide diversity and the defining character of South Lake Union and Denny Triangle. Other major considerations include the impacts of sidewalk closures, construction vibration (especially on the health-sciences infrastructure) and potential disruptions to freight hauling and short-term street parking.

Environment: Environmental concerns include noise, light pollution (if construction is allowed after daylight hours), air-borne particulate matter and storm water and construction run-off.

Impacts to The Neighborhood & Livability: "Livability" is an important byword in South Lake Union and Denny Triangle. It is essential to maintain a construction-period aesthetic that is commensurate with the community character and cultural life of North Downtown.

Permeability through the transportation infrastructure within our community can enhance neighborhood livability and improve the usability of the facility itself.

We strongly encourage the incorporation of public art, landscape planting and a variety of cultural amenities, not just within the boundaries of station facilities, but extending into the neighborhood. These could be project specific or implemented in conjunction with existing or planned cultural improvements, especially streetscape improvements.

Finally, while we are focused specifically on South Lake Union and Denny Triangle, it is imperative that corridor configuration, infrastructure and planning elsewhere in the line be designed to avoid a negative impact on system reliability. There is concern that system disruption resulting

Kyle Ducey
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Goodspeed Architecture / SLU Resident

Jake Sutherland
Resident

James B. Notkin
Kakao/415 Westlake/Union

John Pehrson
Cascade Neighborhood Resident

Scott Rusch
Fred Hutchinson Cancer Research Center

Ross Richards
Amazon

Kristie Logan
Seattle Cancer Care Alliance

Matthew Mauer
Vulcan Inc.

from bridge openings and other issues would negatively impact confidence in the system and ultimately ridership.

The community leaders of South Lake Union and Denny Triangle look forward to working together with Sound Transit in the efficient construction and timely completion of the West Seattle and Ballard Link Extensions.

Sincerely,

Kyle Ducey
President, South Lake Union Community Council

Kyle Ducey
President
W.G. Clark

Andrea Owner
Vice President
Plymouth Housing Group

John Thomas
Treasurer
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Seattle Cancer Care Alliance

Matthew Mauer
Vulcan Inc.

TO: Sound Transit Staff

FROM: Transit Access Stakeholders: Transportation Choices Coalition, Futurewise, Feet First, Cascade Bicycle Club, Housing Development Consortium, Transit Riders Union, Sierra Club Washington, Rooted in Rights

Dear West Seattle and Ballard Link Extension EIS Staff,

Thank you for the opportunity to comment on the scoping of the West-Seattle & Ballard Link Extension Environmental Impact Statement. The Transit Access Stakeholders group is a growing coalition of organizations that strongly supports connecting the Puget Sound region through affordable, reliable, accessible, and sustainable transit. Together, we represent land use, active transportation, affordable housing, transit, and climate protection stakeholders, with thousands of members in the central Puget Sound region.

Early on in the planning process, several groups submitted a letter that reflected our collective values for Sound Transit 3. These values include:

- Maximize equitable TOD and affordable housing potential
- Integrate transit, bike, and walking networks
- Prioritize race and social justice
- Ensure travel reliability
- Minimize displacement
- Build a system that looks to the future

As our coalition has grown, we would like to add:

- Accessibility for all users, especially those with disabilities

ALTERNATIVES FOR STUDY

Given these values, consideration of our Level II comments, as well as additional data and information made available through the Level III analysis, we offer the following select route and station preferences for study in the EIS, plus comments regarding specific impacts related to each preference.

Segment	Preferred for study
West Seattle Stations and guideway	**West Seattle Elevated and West Seattle Tunnel Level III options -- Preferred for study** **Delridge station at 25th Ave. SW -- Preferred for study** **Alaska Junction Station at 41st or 42nd -- Preferred for study** Any North-South alignment is preferred to the representative project's East-West alignment. Impacts to potential bus/light rail integration must be studied at each station location.

	For any Delridge station options studied -- study impacts to bus transfer environment and displacement (see further comments regarding displacement below).
SODO and CID	**5th and 4th cut-and-cover -- Preferred for study** **4th Ave. mined station -- Preferred for study** Progressing to Level III we have learned there are a lot of questions about all alternatives. As design progresses, we will more clearly understand these alternatives. Given all the unknowns, we recommend studying both the 4th and 5th shallow station options due to their potential for creating an easy and intuitive transfer environment, in line with the Jackson Hub vision. Transfer times as well as safety and ease of access between the CID station and Sounder, Amtrak and Metro must be studied in detail, beyond current estimates. A mezzanine connection between the stations, including cost and construction impacts, and potential benefits to safe and fast transfers, should be studied. Transit Access Stakeholders also support the CID/PSQ communities in their request for further study of a mined station along 4th Ave. To better understand costs and benefits, and to do right by this historically underserved community, it is necessary to more fully develop design and present additional data and information for decision making. To that end we also support the idea of conducting a Health Impact Assessment (HIA) to fully understand potential disparate health impacts related to the construction and long-term impacts of this station. Any alignment selected for SODO and CID/PSQ must study impacts to King County Metro's operations, current bus bases and base expansion plans, including construction and cumulative impacts to riders, service, and operations. Flexibility of operations for Sound Transit light rail via interconnections of new and existing lines should be included as well. Impacts to the SODO trail, including construction impacts and impacts to future connectivity and planned bicycle routes as outlined in Seattle's Bicycle Master Plan must be studied. Impacts to residents and businesses in the CID/PSQ, including construction and cumulative impacts like economic and cultural displacement must be studied. Selection of a deep-bore station for study must include a study of impacts to transfers, accessibility and integration along the remainder of the downtown route.
Downtown tunnel	**5th Ave./Harrison Alignment -- Preferred for study** A 6th Ave. route throughout downtown presents access challenges, and is less optimal for integration with existing transportation systems, particularly integration with the existing Westlake hub. If 6th/Mercer is studied, please study access impacts to people with disabilities as well as pedestrian/bicycle/transit integration and access issues related to the Mercer St. station placement. The 5th Ave/Harrison alignment provides the best placement for Seattle Center access and is well positioned for future transit-oriented development in South Lake Union area. We are concerned at the lack of prior discussion related to Seattle Streetcar operations. All downtown alignments must study, disclose and mitigate for potential disruptions to existing and planned streetcar operations and capital improvements. This is especially important as a fixed route line cannot be rerouted or detoured during construction.
Smith Cove-Interbay	**Interbay Station at 17th Ave. W -- Preferred for study** Study must consider impacts to regional multi-use trails. For Smith Cove stations studied, consider the ridership market to be served and potential for future destinations within a reasonable walkshed; avoid impacts to other key infrastructure.
Salmon Bay crossing	**Tunnel crossing -- Preferred for study**

	If a fixed bridge is included in the EIS, construction impacts and displacement to community must be studied. The representative alignment, a moveable bridge, requires close coordination with the Coast Guard to identify a mid-level height that balances cost, grade, and frequency of interruption to minimize the quantity and duration of span openings. The effect on reliability of the entire line needs to be carefully analyzed if this option is advanced for further study.
Ballard terminus station	**Tunnel stations at 14th and at 15th -- Preferred for study** For both tunnel station locations, we urge study of access points both North and South of market street. When studying construction impacts of cut-and-cover stations, please consider disruption and mitigation to existing transit, biking and walking connectivity. Potential mitigation could include completing the Missing Link of the Burke-Gilman Trail.

SCOPE OF THE EIS

In addition to comments on routes and station preferences, we also want to offer additional comments regarding the depth and detail of several disciplines to be studied in the EIS. In particular, we would like to daylight impacts that may have been overlooked, may be challenging to quantify, and may disproportionately impact environmental justice populations, and yet are even more critical to consider.

Station Access, Mobility and Integration

When easily accessible, light rail provides a very safe way to travel compared to driving; better access to transit for wheelchair users; and coupled with easy and safe routes to walk and bike to trains, an opportunity for active transportation. We would like to see health and safety incorporated into the purpose and need statements, especially as they relate to station access and integration with other transportation networks. Maximizing the investment of light rail depends on excellent station access, and safe, comfortable and convenient connections to other multimodal networks. Ease and comfort of access to the system translates into more ridership, which should be a guiding principle in selecting among project alternatives for all sections of the project. Health and safety impacts must be studied throughout all access and integration issues, as they are fundamental to the usability of the system. In addition we offer the following comments:

- **Station access** - Intiutively and seamlessly finding and getting into the station is critical to the success of light rail. Study should include number of entrances/exits to stations and station visibility (stations should be designed and located such that they are highly visible, including details that are visually distinctive). The number of at grade crossings, and the quality of crossings (ie; signal timing, crossing distance, etc) to reach stations should also be studied. Crossings not only impact rail reliability, but the safety of users trying to access the station on foot or bike using crosswalks, putting them in the way of both cars as well as trains.
- **Transit transfers -** Fast and convenient transfers from light rail to light rail, bus, and heavy or commuter rail are integral to creating a function system. Study impacts to transfer times, ease of transfers (platform to platform transfers are ideal), multiple transfer options (stairs, multiple elevators on each side of the platform in case one elevator is out of service, escalators, escalators), direct connections, how many crosswalks and what is the “level of service” for transfers.
- **Integration with other modes -** Whether certain alignments help establish new networks, remove portions of existing networks, or create more dangerous crossings and access is critical information. ST should study the potential for direct connections between stations and planned/existing walk/bike facilities. Those facilities should include both neighborhood greenways and protected bike lanes, but should also acknowledge the difference between those facility types, in terms of how safe and comfortable they are to a range of user types (age, language, ethnicity, gender, race, ability). High-quality bike parking, including long- and short-term parking for individually owned bikes, and space for on-demand micro-mobility services must be appropriately designed (all covered; long term parking must be secure) located in highly accessible locations at all stations, in such a way as to not impede pedestrian flow. For downtown stations investing in bike hubs, rather than bike parking at all stations: Pioneer Square and a location in north downtown, such as Westlake, would be ideal.

- **Access mitigation for all ages and abilities.** During construction or as part of the final alignment, existing biking and walking networks will be impacted, thus creating inconvenient or potentially dangerous multimodal access. Ensuring safe, comfortable, and convenient interim and long-term passage for people biking and walking, paying special attention to individuals with any sensory or ambulatory impairment, is critical mitigation. Proper wayfinding and robust communications, legible to all communities regardless of English language ability is essential. Currently, Level 3 screening addresses modal integration, but without an explicit lens of health and safety. For example, construction in Sodo will impact the Sodo bike trail, one of few separated bikeways in the area.

Existing and Planned Transportation Networks

The networks that surround and connect into the WSBLE corridor will leverage this project's investments and expand its reach and ridership potential. It is necessary to ensure that connections, both between light rail lines as well as between local transit and non-motorized networks, not only are seamless, but also provide a robust travel shed for people for whom light rail is only one component of their trip. In addition, it is imperative that access and use of existing and future transportation networks are maintained throughout the construction period. Level 3 screening criteria includes some consideration of bus/rail integration and impacts to current and planned transportation facilities and services, but we would like to understand the following:

- **Consult local and regional transportation plans,** including King County Metro Connects, Seattle's Transportation Master Plan, Bicycle Master Plan, Pedestrian Master Plan, Freight Master Plan and State transportation plans and projects.
- **Local transit impacts.** It is imperative to study the short- and long-term impacts to local bus, train and streetcar service and infrastructure. The study should cover the ability of local transit to adequately serve regional connections to light rail as well as important complementary local routes during construction and in the long-term. In addition:
    - Identify impacts to existing transit service, and to service and capital projects planned throughout the construction period, including bus, Amtrak, Sounder, and Seattle Streetcar service.
    - Replace lost base capacity and access to base in comparable location. Study any potential impacts to King County Metro existing base capacity, and preventing future base expansions.
    - Using existing adopted transit plans of both the City and the County to understand planned capital and service transit improvements and routes.
    - Replace lost layover space in comparable location.
    - Replace dedicated transit pathways where dedicated pathways were lost in parallel/comparable location.
    - Stage construction for minimal transit operations impact.
    - Provide transit operating cost reimbursement when operations are significantly impacted.
    - Minimize construction impacts to accessing bus stops.
    - For all of the above, work closely with transit partners to identify best solutions.
- **Bicycle network impacts** The short and long-term implications and opportunities to leverage the bicycle network must be studied, including how specific station locations and adjacent facilities could create direct access via a connected all ages bike network. Furthermore, ST should study impacts to any existing bike facility, either during construction or over the lifetime of facility operations, and suggest appropriate mitigation. Specifically:
    - Identify impacts to the existing bike network, including major trail connections, due to construction or long-term operations. For example, the SODO Trail; Ship Canal Trail; Elliot Bay Trail; West Seattle Bridge Trail; Alki Trail and Duwamish River Trail. Identify appropriate mitigation, such as an alternate all ages and abilities route, for the duration of the time any route would be impacted.
    - Use the existing Bicycle Master Plan (BMP) to understand planned bicycle facility planning and routes, but also consider the following:
        - Several projects along routes listed in the BMP have advanced to final design/construction without inclusion of the bike facility recommended in the BMP.
        - Routes in the BMP were designed before ST3 was envisioned. Thus the route currently listed may not be the most appropriate in terms of location or facility type, or both, given this new context.

        - Identify opportunities to leverage ST3 construction to complete and/or connect to identified routes in the BMP, either as construction mitigation or in order to provide access to the stations.
    - Study what types of bike infrastructure, and what level of wayfinding for people biking, best facilitates biking to the station. For example, neighborhood greenways in Seattle vary greatly in their design, and thus the comfort and convenience, as well as their perceived and actual safety vary. Furthermore, their location on neighborhood streets does not create the level of visibility that would enable users of other transportation modes to know that biking to the light rail station is an option.
    - As above, end of trip facilities are essential in making functional the bike routes that connect people to stations. Study how stations will not only serve people travelling on light rail, but also as community hubs, to ensure that capacity accurately reflects demand of the station area. Ensure that bike parking is placed conveniently, and with high enough initial capacity – plus space for capacity increases as the light rail system expands. Study the need for multiple types of bike parking, from regular racks to secure storage. Finally, ensure that during construction and the lifetime of operations, the existing capacity of bike parking is not reduced.

- **Pedestrian network impacts** The EIS must examine the short- and long-term impacts and opportunities for pedestrians. Specifically:
    - Light rail stations have the potential to promote the development of walkable urban centers in the surrounding areas. Evaluate and compare the potential of the various station site options for promoting pedestrian-oriented development.
    - The existence of a complete pedestrian network surrounding a light rail station is vital to attracting system users on foot. Are there any existing gaps or barriers in the station-area pedestrian network that need fixing? This includes improved pedestrian networks that should include lighting, increased accessibility across the station walkshed, and other enhancements to improve the pedestrian experience.
    - Elevated track and stations can potentially degrade the street-level pedestrian environment and casting shadows on people walking at street level. How are walking conditions impacted by the possible construction of elevated structures in West Seattle, Ballard, and elsewhere?
    - Construction of stations and other light rail system elements can last for many years, in the process blocking sidewalks and closing roadway crossings. Study all construction-related impacts to sidewalks, crossings and curb ramps, and mitigate appropriately for all ages and abilities, with extra consideration for accessibility needs.
- **Coordination with other major transportation projects**
    - Specifically include City of Seattle work on the Seattle Streetcar, Center City Bike Network, Ballard Bridge, overpasses in the Sodo neighborhood, and updates to freight circulation patterns in and around the Port of Seattle.

A Future-Oriented System

The buildout of this system must be considered as a multi-generational investment that will reach far beyond the geographic footprint of the West Seattle and Ballard lines. Our region is projected to grow by 1.8 million by 2050. As such, identifying impacts to the future buildout or connectivity of this system is imperative. We would like to see the following studied and assessed:

- **Future light rail expansion -** In both West Seattle and Ballard, study the potential opportunities and limitations of station placement and alternative placement in terms of future light rail expansion. Disclose any alternatives that would hinder future expansion.
- **Future bus/station integration -** Study growth potential for feeder service at all station locations, especially at line termini, where future light rail service is decades away. Ensure that stations are placed and designed with future bus feeder service in mind. For example, will future rapid bus lines service the Ballard terminus station, and how can the Ballard station be future-proofed to accommodate increased bus transfers?

- **Future station capacity -** Using projected population growth, study the impacts to station capacity. Consider how station planning will accommodate increased population and ridership, including platform size, entry/egress, payment systems,
- **Future land use -** Consider city comprehensive plans, long-term growth patterns, the effects of regional objectives that can affect city zoning and land designations such as Vision 2050, and trends in the areas of stations and alignments to help maximize the potential for transit-oriented development. Select compatible designs for the system stations and alignments that will serve the needs of the community as well as provide greater access to opportunity to more communities.
- **Flexible design for developing transportation technologies** - Considering the rapid evolution of transportation technologies, station design should, to the extent possible, be future-proofed for flexibility. We know that the future light rail system will be integral to future mobility; but we do not know how the advancement of autonomous vehicles, shared services, micromobility, etc. will change, shape or require flexibility in light rail access in the future.
- **Technological considerations** - As transportation technologies advance, so do other technologies including payment systems, customer service, safety technologies, cellular and wifi service, and so on. Consider how to technologically equip stations for other future needs.
- **Designing for uncertain climate future -** Structures, especially underground ones, should be designed and constructed to withstand the effects of rising sea level and more extreme temperatures and hydrologic events. Resilience in both the operational details of the system and the human user interaction of accessing these transit elements should be a guiding principle of design.
- **Designing for an accessible future, rather than designing to meet the minimum requirements under the ADA.** Adding accessibility to existing infrastructure is far more costly than including accessible features in the initial design (see NYC subway). As our city, and our society at large, age and move towards recognizing that disabled people have a right to accessible transportation infrastructure, we should be designing a system that gives us full and equitable access.

Displacement

While Sound Transit and the EIS process seem well equipped to understand the potential direct displacements from construction and eminent domain, we still have concerns about a) the disproportionate impact of these displacements on certain demographics, and b) the possible impacts of longer term economic and cultural displacement due to rising land values and gentrification.

- **Understand and disclose impacts to hard-to-reach populations** - Sound Transit currently evaluates acquisition and displacement burden on low-income and “minority” populations. While Sound Transit technically has a robust relocation program, we remain concerned that this information may not equally reach those who do not speak English, renters (both commercial and residential), and those who are undocumented. It may be harder to tap into communities where English is not the first language without interpreters and community liaisons. Anecdotal evidence suggests that landlords may not pass on relocation information to tenants due to worries that they will not fulfill their remaining lease. Most undocumented persons will not be able to access relocation benefits, due to federal restrictions.
- **Equitable access to relocation benefits** - We urge Sound Transit to thoroughly analyze potential displacement impacts disaggregated by renter/owner, income, race, English proficiency, and a rough understanding of where immigration status may be an issue (without revealing anything that could be used against communities) in order to understand disproportionate and/or different impacts across alignments as well as ensure the agency has a robust plan to ensure equal access to benefits. Sound Transit should continue to explore innovative mitigation strategies related to relocation for undocumented residents.
- **Cultural and Economic Displacement** - Though much harder to measure, many planners are using models to predict the risk of longer term economic displacement in an area due to critically important but landscape-altering transportation investments. Sound Transit should use tools such as these (PSRC now has a displacement risk tool) to identify areas with high displacement risk and work directly with the community to understand the

anticipated impacts from different alignments, and the appropriate mitigation to help people stay in their homes and jobs and maintain their cultural cornerstones and POC-owned businesses.

Environmental Justice

Currently, Sound Transit's level 3 screening criteria considers impacts to historically underserved populations with a focus on access to opportunity (activity nodes) and burden of property acquisitions and displacements. We believe this analysis must go deeper:

- **Analyze all discipline areas using meaningfully disaggregated data by race and income -** Though some analysis has been conducted by Sound Transit, for each of the different EIS impact discipline areas, we should be disaggregating data by race and income to uncover potential disproportionate burden. For example, fish and wildlife habitat impacts may disproportionately impact cultures and communities that rely on fishing in the area.
- **Consider cumulative impacts on historically marginalized populations -** The public should understand disparate impacts across all disciplines -- especially considering cumulative impacts on these groups from ongoing systemic discrimination, especially and including impacts from racist policies in the built environment, ongoing challenges of displacement from a fast growing city and region, and historical lack of outreach and representation in government decision-making.
- **Evaluate proposed mitigation using the Racial Equity Toolkit -** Given historic and cumulative impacts, mitigation should look not just to do "no disproportionate harm" nor to "expand mobility for the region's residents, which include transit dependent, low-income, and 'minority' populations," but work to target and prioritize mitigation for these groups and ensure that mitigation is tailored, based on authentic engagement, to be valuable to the impacted communities. Sound Transit should use tools such as a Racial Equity Toolkit to evaluate proposed mitigation.
- **Improve demographic language** - We must also ensure that while the language we use is sufficient to meet EIS requirements that it also respects all the communities we serve. We ask that the agency move away from the term "minority," which is not only disfavored by communities of color, but can often be technically untrue, especially in diverse areas like the Puget Sound. In an age when citizenship is used to threaten individuals and separate families, we also ask that you remove the term "citizens" from your Purpose and Need and analysis, unless the term is explicitly being used in order to understand the impacts, especially of displacement and relocations, on undocumented residents.

Thank you for the opportunity to comment on the scoping of the EIS. We look forward to continued engagement around this project.

Sincerely,

Kelsey Mesher
Transportation Choices Coalition

Bryce Yadon
Futurewise

John Stewart
Feet First

Vicky Clarke
Cascade Bicycle Club

Patience Malaba
Housing Development Consortium

Anna Zivarts
Rooted in Rights

Katie Wilson
Transit Riders Union

Tim Gould
Sierra Club Washington

Neighborhood with a Sense of Community

Inclusive and diverse

Thriving Arts District

Home to Seattle Center

Great local businesses

Walk, Bike, Bus, Monorail, (and drive)

Diverse and affordable housing

Historic buildings with character

Open space for healthy living

Distinguished cultural and philanthropic organizations

March 28, 2019

Sound Transit
West Seattle and Ballard Link Extensions
Attention: Lauren Swift
401 S. Jackson
Seattle, WA 98104

Re: ST3 EIS Scoping Comments

Dear Ms. Swift:

Thank you and Sound Transit for the opportunity to provide comments on the West Seattle and Ballard Link Extensions (WS/B) during the Environmental Impact Statement (EIS) scoping period. Uptown Alliance, Uptown Arts & Culture Coalition and our community supports the WS/B project and we are excited that the project has reached this preliminary EIS stage.

We eagerly anticipate the arrival of Link Light Rail in the Uptown Urban Center – one of the fastest growing areas in Seattle. Between now and the planned opening of the Uptown Link Light Rail station we and city planners foresee the following:

- Our residential population has nearly doubled over the last 10 years and we expect it to double again by the time WS/B opens. A significant number of new multi-family residential projects are now under construction due to our recent upzone.
- In the Heart of Uptown, more than 100 local businesses including restaurants and bars, grocery stores as well as large employers such as The Gates Foundation and Holland America Cruise Line provide economic stability.
- Uptown as a major hub for Metro bus routes, the Monorail connection to downtown and a pedestrian grid making it an ideal location to live and work between Amazon in South Lake Union, Expedia in Interbay or an office high rise in downtown.
- The Uptown Arts District boasts the largest concentration of arts and culture organizations in the Pacific Northwest, bringing patrons for award-winning events and a large creative workforce.
- 15 million annual visitors travel to Uptown to visit the Seattle Center and its year round events and attractions.
- Now under construction, the New Arena at Seattle Center will soon host an estimated 18,000 new sports fans and entertainment patrons on an almost daily basis.

Attached is a matrix that outlines our specific comments expressed at many well-attended Uptown community meetings and discussions held over the past year. We greatly appreciated the presence of Sound Transit staff at most of these meetings to provide helpful background information and answer questions. From these Uptown community meetings, a strong consensus has been reached in these major areas:

- The final alignment and station must support multiple above grade entrances to Seattle Center and Uptown's commercial core.
- All station configurations must be designed to enhance the pedestrian experience to and from the station with an emphasis on safety, lighting, wayfinding and open space.
- Station access points must be designed to reduce the need for at-grade pedestrian crossings of congested arterials; for example access from both the north and south sides of Mercer St.
- Station design and access points should reflect the vibrancy of the Uptown Arts District and engage local artists and musicians for the Uptown station and entrances.
- Station design and access points should facilitate transit oriented opportunities (TOD) with a priority for affordable housing.
- It is time for Sound Transit to evolve the name of the new Uptown station from "Seattle Center" to "Uptown/Seattle Center." Significant branding of the official neighborhood name is underway and will be well entrenched by the time WS/B arrives.

From our recent community involvement with the New Arena at Seattle Center EIS, we also strongly advocate for scoping impact analyses in the SEPA component and in the NEPA Alternatives Analysis to include performance metrics for mitigation of potential construction and operational impacts. Specifically, for the Uptown/Seattle Center station, this should include -/+ growth scenarios with respect to a baseline for the build-out of Uptown Urban Center and growth and expansion of facilities in Seattle Center as anticipated in the EIS for the Uptown upzone. The analysis also should assume completion of the Seattle Waterfront project.

While we considered making a specific route recommendation, we chose not to do so at this time. We think it is appropriate to further study an Uptown/Seattle Center station location along either a Republican or Mercer route. We understand significant possible constraints exist with either route; in particular our more detailed comments in the Attachment note concerns with a cut and cover approach on heavily traveled Mercer – suggesting a more expensive boring approach will likely be needed. Additionally, we look forward to understanding better how the South Lake Union station will enhance the access to Uptown and the Seattle Center.

Our specific comments support an overarching vision for the Uptown Arts District that has been shaped over the last several years with significant input from Uptown stakeholders, including the Uptown Alliance, Uptown Arts & Culture Coalition and our community partners. Our shared vision is a growing Urban Center that becomes even more vibrant and livable over time and includes: multimodal transportation options, an equitable and diverse community, pedestrian focused with active sidewalks, and spaces that are safe and welcoming to all. Only through a strong and continuous partnership between Uptown, Sound Transit and the City of Seattle will the optimum station outcomes unfold. We look forward to working with Sound Transit over the coming years to further focus and refine the design vision for a successful Uptown/Seattle Center station.

Sincerely,

Rick Hooper, President
Uptown Alliance

Cyrus Despres, President
Uptown Arts & Culture Coalition

Cc: John Marchione, Sound Transit Board Chair
Mayor Jenny A. Durkan
Deputy Mayor David Moseley
Councilmember Sally Bagshaw
Sam Assefa, Office of Planning & Community Development Director
Sam Zimbabwe, Seattle Dept. of Transportation Director
Robert Nellams, Seattle Center Director

Attachment: Route and Station Alternatives
EIS Topics
Project Purpose and Need

ROUTE AND STATION ALTERNATIVES
SCOPING COMMENTS

Uptown/ Seattle Center	
Republican/ Republican Representative (green)	• Initial community comments favored Republican alignment. • Central to the Heart of Uptown local businesses. • Supports strong access to Uptown's residential area east of the Arena. • The large volumes and strong directional flows of pedestrians through the Uptown neighborhood that the station will generate must be thoughtfully analyzed and manipulated by means of station entrances and configuration to ensure that the increased pedestrian traffic will generate positive outcomes for the residential and commercial area. • Republican alternative could tie into cultural celebration of August Wilson Way. • KEXP and its gathering space are a vital community partner that actively connects the neighborhood and Seattle Center. • Address how station area planning will be undertaken and coordinated between ST and the City of Seattle to ensure the consideration of big picture opportunities and limitations of the locations of stations in Uptown (north and east of SC). The station area planning should address strengthening the heart of Uptown, integration of SC with the neighborhood and the enhancement of the Uptown Arts District.
6th/ Mercer	• Due to the high traffic volumes on Mercer

W Seattle Elevated (brown)	and the essential arterial function this street serves for both our neighborhood and the region at large – Uptown has special concerns about the construction impacts that any Mercer alignment option would entail. • We do not propose eliminating the alignment from consideration but do suggest that construction feasibility of Mercer options be given close scrutiny. • As an example, a cut and cover tunnel for any sizable segment of a Mercer alignment might cause unacceptable levels of disruption to the entire corridor. • Any station configurations should be designed to lessen impacts on pedestrian safety by providing station access points on both the north and south sides of Mercer, thereby reducing the need for at-grade pedestrian crossings of this congested arterial. • The Mercer corridor has great potential for continued cultural, residential and commercial growth reinforcing a Mercer arts & sciences boulevard. • Pedestrian volumes and traffic patterns along Mercer as a result of the light rail station can contribute to an active, vibrant Mercer streetscape. • Decisions on station location and configuration should support, not hinder, a robustly active Mercer corridor. • Address how station area planning will be undertaken and coordinated between ST and the City of Seattle to ensure the consideration of big picture opportunities and limitations of the locations of stations in

	Uptown (north and east of SC). The station area planning should address strengthening the heart of Uptown, integration of SC with the neighborhood and the enhancement of the Uptown arts and cultural district.
South Lake Union	
5th/ Harrison/ Republican W Seattle Tunnel (blue)	• Design with intention to provide alternative access to entering Uptown and Seattle Center from the east. • Maximize higher ridership potential due to better pedestrian and bus options. • Leverage more station entrance options for better pedestrian access. • Address how station area planning will be undertaken and coordinated between ST and the City of Seattle to ensure the consideration of big picture opportunities and limitations of the locations of stations in Uptown (north and east of SC). The station area planning should address strengthening the heart of Uptown, integration of SC with the neighborhood and the enhancement of the Uptown arts and cultural district.

EIS IMPACTS
SCOPING COMMENTS

Acquisitions, Displacements and Relocations	• Consider this impact area in the context of at least two different scenarios: slower growth rate in Uptown between today and start of construction and a more rapid growth rate. • Address impacts of a cut and cover approach along Mercer St or other main commercial streets to businesses in Uptown that depend on continued access and who are concerned that significant disruption may permanently damage the ongoing success of their businesses. • Address displacements of arts and culture venues which operate at a low profit margin both with respect to physical displacement and business disruption. • KEXP and its gathering space is a vital community partner that actively connects the neighborhood and Seattle Center and impacts that disrupt their business impacts the entire community. • Address impacts to the many small businesses in Uptown which could be differentially impacted by acquisitions and the effect on the sustainability of the unique arts and culture brand in the Uptown Arts District. • Address the impact of Uptown's recent upzone which has created properties that are currently underdeveloped and present opportunities today that may not be available in the future. • Address ways Sound Transit can be a catalyst to attract top rate developers into Uptown.

Resources	space at grade with amenities, including ample bike parking. • Address ways to incorporate Crime Prevention Through Environmental Design (CPTED) and other appropriate strategies. • Address ways to enhance Uptown's green factor with major plantings and preservation of tree canopy. • Address ways that Uptown, which is currently underrepresented with recreational uses, community gardens, etc., will have enhanced open/ green space. • Evaluate the impacts from station access on current open space such as Seattle Center which currently provides open space amenities for many residents of Uptown and the city. • Evaluate the provision of recreational and artistic opportunities within the station (similar to what exists in New York City and other subway systems).
Public Services, Safety and Security	• Address ways for station configurations to be designed to lessen impacts on pedestrian safety by providing station access points on both the north and south sides of Mercer, thereby reducing the need for at-grade pedestrian crossings of this congested arterial. • Address ways to improve Universal Access for pedestrians of all ages and abilities to support Uptown's diverse residents and visitors. • Address ways to support ongoing maintenance and operation for Safe, Clean and Welcoming station and entrances. • Address ways to distribute the large volumes

	and strong directional flows of pedestrians through the Uptown neighborhood that the station will generate. These volumes must be thoughtfully analyzed and manipulated by means of station location and configuration to ensure that the increased pedestrian traffic will generate positive outcomes for the area. • Address other measures to ensure pedestrian safety, such as appropriate light levels, clear wayfinding signage and CPTED design strategies should be incorporated.
Soil Impacts, Community Facilities and Neighborhoods	• Address ways that the station is represented as "Uptown/ Seattle Center" immediately on all future materials. • Address ways that station location and configuration will improve and enhance the Uptown's Urban Center, not degrade it. Uptown values its high-functioning, historic urban fabric. • Address ways for added details such as a meaningful and active open space associated with the station, artwork appropriate to Uptown's arts and culture identity, wayfinding signage, landscaping with tree canopy, etc. will all contribute to Uptown's unique identity and branding. • Address ways that provide major access routes and station entrances that support Uptown's neighborhood commercial core: "Heart of Uptown". • Address ways that serve Seattle Center with its own station entrance to better serve its annual 15 million visitors and Arena attendees. • Address ways to support and enhance the Uptown Neighborhood Design Guidelines.

	• Address ways to support and enhance the Uptown Urban Design Framework. • Address ways to balance station location and design to distinguish access for Seattle Center patrons and local residents and businesses.
Transportation (traffic, freight, navigation, transit, non-motorized)	• Consider this impact area in the context of at least two different scenarios: slower growth rate in Uptown between today and start of construction and a more rapid growth rate. • Address ways that Sound Transit will lead the way in integrating the transit option into everyday living in Uptown. • Address ways for the final route to provide separate access points to the Seattle Center and Uptown's commercial core. • Address ways to provide effective integration with other transit systems already in Uptown. • Address ways to support and enhance the Arena Community Advisory Group's transportation and mobility Goals to: – align mobility improvement implementation with community priorities and vision; – increase connectivity between North Downtown and adjacent neighborhoods; – increase accessibility and convenience of sustainable transportation options for people walking, biking, and taking transit to support growth and accommodate Seattle Center events, while reducing automobile trips.
Utilities	• No comment.
Visual and Aesthetics	• Address ways to support new Uptown Arts District branding immediately in all ST3 marketing materials.

	• Address ways that station design and access points will reflect the vibrancy of the Uptown Arts District. • Address ways to engage local artists in the design of Uptown station and entrances. • Address ways that the design of the station's spaces can be crafted to engage with musicians and performance artists with acoustics and intentional performance space.
Water Resources	• No comment.

PROJECT PURPOSE AND NEED
SCOPING COMMENTS

ST3 PURPOSE STATEMENTS	
Provide high-quality rapid, reliable and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit, 2016).	• Uptown Alliance is confident that a light rail station in our neighborhood will prove to be a great asset to future livability; however, we do not take it for granted as an automatic outcome of Sound Transit's design process. • Only through a strong and continuous partnership between Uptown Alliance, Uptown Arts & Culture Coalition, Seattle Center, Sound Transit and the City of Seattle will the optimum station outcome unfold.
Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.	• Stations must support and enhance good connectivity to bus routes. In the case of Uptown – enhancing connection to the Monorail is equally important.
Connect regional centers as described in adopted regional and local land use, transportation and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).	• No comment.
Implement a system that is technically and financially feasible to build, operate and maintain.	• Since both Republican and Mercer route alternatives offer potentially significant constraints/ cost considerations a robust cost/ benefit study combined with the

	high ridership of this area served is critical during the EIS process.
Expand mobility for the corridor and region's residents, which include transit-dependent, low income and minority populations.	• Encourage the development of community benefits that unique serve the Uptown residents business and visitors.
Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.	• "Encourage" is not a strong enough principle; instead, we believe ST should "Facilitate and help create". • A transit project of the scale of WS/B must be a strong catalyst for dense mixed-use development. • WS/B is not merely about movement of people. To be judged a success, the project must sustain and support the healthy growth of communities along the project alignment. • Station location and configuration in Uptown must create opportunities for significant development, including housing (both affordable and market rate) and street level commercial. • A public/ private agreement that ensures development concurrent with Uptown station construction is very much preferred. • An Uptown/ Seattle Center station with only a single entrance and exit would not sufficiently support the two constituent areas the station is intended to serve. All designs for an Uptown/ Seattle Center station require separate access points to the Seattle Center and Uptown's commercial core.

Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.	• Regional transit projects such as WS/B must enhance the efficacy of mass transit by providing the best possible connectivity to other sustainable means of transportation at each station point. • The large volumes of pedestrian traffic generated by the light rail station in the Uptown/ Seattle Center area must be carefully assessed. Pedestrian safety is a paramount concern. • First and foremost this means direct, safe and easy pedestrian access to all Uptown stations entrances. • Adequate bike parking and safe access by bike must also be a part of all station location and design.
Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.	• No comment.
ST3 NEED STATEMENTS	
When measured using national standards, existing transit routes between downtown Seattle, West Seattle and Ballard currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add	• No comment.

70,000 residential units and 115,000 jobs by 2035, without any major expansions in roadways.	
Increased ridership from regional population and employment growth will increase operational frequency in the existing downtown Seattle transit tunnel requiring additional tunnel capacity.	• No comment.
Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for High Capacity Transit (HCT) in the corridor consistent with VISION 2040 (PSRC, 2009) and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).	• Stations must also support and enhance good connectivity to bus routes. In the case of Uptown – enhancing connection to the Monorail is equally important.
The region's citizens and communities, including transit dependent residents and low-income and minority populations, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.	• No comment.
Regional and local plans call for increased residential and/or employment density	• Look for opportunity and partnerships to broaden economic equity not only through transportation options but other

at and around HCT stations, and increased options for multimodal access.	urban needs like open space, affordable housing, and community services. • EIS should include a benefit analysis of development opportunities at each alternative.
Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.	• No comment.

Tuesday, April 2nd, 2019

West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Swift:

Thank you for providing an opportunity for businesses, citizens, and the public at large to share thoughts and comments on the scope of the Environmental Impact Statement (EIS) analysis for the proposed West Seattle and Ballard Link Extensions. We appreciate Sound Transit and the Elected Leadership Group's demonstrated dedication to providing the public ample opportunity to be a part of the dialogue and decision-making for a project that will revolutionize this beautiful city and region and how we travel within it.

Thank you, too, for taking the time to consider the specific concerns of The Vera Project (VERA) and our fellow Seattle Center resident organizations, all of which help to make up the cultural fabric of not only the Uptown/Lower Queen Anne neighborhood, but the City of Seattle at large. The Vera Project is acutely aware that the ST3 light rail expansion has the potential to provide enormous benefit to the city, neighborhood, Seattle Center campus, and our own programming, and we are dedicated to working collaboratively to ensure that this project equitably serves our shared community.

First off, we'd like to contextualize VERA's positioning in our region's music & arts community. Rooted in grassroots activism and community organizing, The Vera Project was founded in 2001 as a solution to Seattle's Teen Dance Ordinance and the associated inaccessibility of live music and arts education programming for young people. Since then, we have become a nationwide model for accessible live music opportunities and arts-based education for all. We currently help to build a competent, professional, and enthusiastic workforce for Seattle's music, art, and event-production industries, while simultaneously creating space for emerging and established musicians and artists

in our 350-person capacity showroom and 75-person capacity gallery stage. Altogether, The Vera Project draws over 13,000 attendees to our Seattle Center home each year by hosting over 175 annual concerts, weekly classes, and ongoing youth leadership opportunities. Our events are unique in that they are always all-ages, alcohol-free, and in a safe space designed for young people that participate in music and arts activities that cannot be replicated anywhere else in the City.

The Vera Project's mission is to fuel personal and community transformation through collaborative, youth-driven engagement in music and art. We do that in three ways: **education and experiential learning** via workshops and classes, **accessible presentation** of visual arts and live music opportunities, and **community participation** in the form of volunteering, membership, and committees. Within our visual arts programs, our community gallery hosts 10 art shows a year and our screen printing studio provides community members an affordable and accessible space to create year-round. To complement our live sound offerings, we also have a recording studio and host a minimum of 48 audio engineering classes, 36 screen printing workshops, and 6 five-week DJ classes annually. This is all in addition to the 175 all ages concerts a year in our safe space with up to 16 volunteer opportunities per show. We onboard new volunteers several times a month, and offer volunteers the opportunity to participate in our unique member-led governance structure, which is comprised of five programmatic committees that meet monthly to keep us accountable, responsive, and relevant.

Though we are, and will always be, a welcoming space for attendees of all ages, we have a special focus on the young people ages 14-24 (who make up over 60% of our audience) and other marginalized voices. All programming at The Vera Project is directly guided by the communities we serve, and it is with these communities, voices, and constituencies in mind we are writing to inform the EIS analysis.

The Vera Project strongly supports the plan to extend light rail service and are thrilled to welcome Link Light Rail to Uptown/Lower Queen Anne and to the Seattle Center campus. We are privileged to be part of a strong arts and culture campus that is centrally located and already welcomes millions of visitors annually. Transportation infrastructure like this contributes to a truly equitable region, and is a game-changer for those who struggle getting downtown and have to pay exorbitant amounts for parking.

The Vera Project has no strong preference between the two proposed station alternatives. Both Republican Street and Mercer Street have their pros and cons. For *Republican Street*, we are worried the construction impact and operational underground light rail system, with all of its noise and vibrations, will make it nearly impossible to provide our consistent and critical all-ages music and arts programming. However, we love the fact that the station's proximity to our facilities would increase foot traffic and play a critical role in improving accessibility and enriching the Seattle Center. The *Mercer Street* station gives us considerably less pause in terms of construction and negative impact to our programming, but we also acknowledge the potential lost opportunity to welcome visitors directly into Seattle Center and our facilities.

Even though we are at a minimum of seven years out from construction of this project, VERA remains concerned that construction activities will make it difficult for visitors and patrons to attend shows, events, classes, and other gatherings at our space, and that the noise and vibrations during construction and operation of the ST3 expansion will adversely affect all of our programming. Additionally, impacts on transportation to and parking in our neighborhood during construction will decrease attendance for these programs as well as our all-ages concerts. VERA is the only all-ages venue of its kind in the City of Seattle and the importance of this safe space for the our City's youth cannot be overstated.

Moreover, The Vera Project is troubled that the ST3 project and its attending construction activities will prohibit our organization from expanding our programming to meet the needs of our community, innovate and expand upon our existing models of creative workforce development, provide out-of-school "alternative" arts education, and serve as a source of youth empowerment via intergenerational, cooperative leadership.

The Vera Project is a unique organization unlike any other within the City of Seattle, serving otherwise unrepresented communities and citizens. We hope you understand and appreciate the critical need for VERA to maintain programming during construction activities and the future operation of the regional transit project. Again, we are deeply committed to lending an active, productive voice to this process and working collaboratively to ensure the success of the ST3 project at the Seattle Center for all involved parties and the Greater Seattle Community.

Thank you again for the opportunity to comment on the scope of the EIS analysis. We look forward to collaborating on this project, and would love to be able to host community comment, feedback, and listening sessions for the Uptown/Lower Queen Anne/Seattle Center communities through the planning, construction, and operation of the ST3 project over the next decade.

Truly & Sincerely,

Ashraf Hasham,
Executive Director

Ricky Graboski,
Development & Advocacy Director

305 Harrison Street, Seattle WA 98109 Phone: (206) 956-VERA Fax: (206) 374-VERA all ages • music • art theveraproject.org

April 2, 2019

Lauren Swift, Central Corridor Environmental Manager
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Swift,

The West Seattle Junction Neighborhood Organization (JuNO) represents homeowners, renters, business operators, and other community members - all of whom are excited about the prospect of light rail coming to West Seattle, but who also want Sound Transit to use a once-in-a-generation opportunity to plan for this arrival wisely.

After reviewing the presentations from Sound Transit to our community, JuNO has chosen to support a light rail line that enters the West Seattle Junction Urban Village (WSJUV) by tunnel and ends facing south at an underground station at either 41st or 42nd Avenue SW.

We are convinced a tunnel with this alignment will spur the construction of affordable housing the neighborhood badly needs; reduce construction-related displacement; maximize the potential for transit-oriented development (TOD); and increase the two-way ridership needed to fund Sound Transit's operational budgets.

Simply put, there is a far greater upside to an underground alignment of light rail.

This letter provides details on why this alignment is critical to the economic growth and livability of the WSJUV and its surrounding areas, as well as scoping comments that detail specific environmental-impact issues that must be studied for any alignment option.

Thank you for the work with our community to date. We look forward to a continued, productive partnership that makes the most of this generational opportunity.

Sincerely,

Amanda Sawyer, Executive Director

Carl Guess, JuNO Public Relations

Rich Koehler, Janine Rees, Kevin Freitas, Joe Fuller, Christy Tobin-Presser & Louis Manuta - JuNO Land Use Committee

Fast Growth, Destination Neighborhood, Finite Buildable Land

With 84% housing growth, the WSJUV has been the fastest growing urban village in Seattle since the year 2000; [1] that city-leading growth is forecast to continue through at least 2035. [2]

This growth is of no surprise to people who live in the area. West Seattle is a vibrant community with family friendly traditions, historic buildings and legacy businesses that make it a destination neighborhood. Need pickled walnuts? Go to Husky Deli. An old Nina Simone recording? Head to Easy Street Records. Or just walk the Farmers Market any month of the year for newly picked produce, fresh yogurt, or some of the best falafel in the city.

This unique and charactered neighborhood will draw riders on light rail to the WSJUV and let them experience things they can't find in other parts of Seattle.

Yet land is a finite commodity in the city - and becoming even less so.

With a population of 686,800 in 2016, Seattle is projected to add 120,000 by 2036. [3] That growth has caused local legislators to adopt land-use rules to further increase density. The recently passed HALA/MHA legislation, for example, increased zoning and removed parking requirements in 27 urban villages, including the WSJUV, to maximize the use of buildable land to create more affordable housing.

Less visible, but equally impactful, are stresses that ongoing growth and development have placed on livability in the WSJUV. The City has already designated it *underserved* in terms of parks and open space. What's more, JuNO independently measured the available tree canopy approximately 12 months ago and found it to be roughly half the citywide average.

With an affordable-housing shortage and land being in limited supply, bringing light rail into a dense community in an above-ground fashion is a complete contradiction to making the most of the buildable land that is currently available.

Below-Ground Approach Has Far Greater Upside

While a tunnel and underground station will impact the community and result in some displacement, it will also create the opportunity to develop denser housing options. Those options could include affordable housing; work spaces and other TOD efforts that draw people into the neighborhood and increase two-way ridership; and the opportunity for much-needed green space above an underground station to serve a growing population.

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[1] Seattle 2035, Appendix A, Figure A-1
[2] Seattle 2035, Appendix A, Figure A-1
[3] Seattle 2035, Introduction.

More Affordable Housing

One unfortunate consequence of the HALA/MHA legislation is that it won't bring many units of affordable housing to the WSJUV. That's because the MHA program allows developers the option of building those units or paying the City to build them *elsewhere.* After upzoning more than 400 single-family homes in the WSJUV, the City estimates developers will create only *nine* units of affordable housing; [4] the rest will be offered at market rate.

Fortunately, the City has committed to a 2020 update of the WSJUV neighborhood plan. This plan will recognize the forecasted light rail alignment and station placement. That means the community has the opportunity to create more affordable housing units, making it more economically diverse and access to light rail more equitable.

Yet an above-ground alignment would make these efforts exceedingly difficult. The current Orange Line proposal, for example, would permanently remove the land of 120 parcels from development. [5] Gone forever would be the opportunity to build taller buildings with more units for families seeking affordable housing.

New Work Spaces, TOD, Increased Two-Way Ridership

The 2020 neighborhood-planning effort could also create what JuNO has long envisioned: multi-use buildings that include working spaces. The ability to create a jobs center in the heart WSJUV area would allow people to walk, bike, and bus to work - without ever getting on a West Seattle Bridge that has only become more crowded.

For Sound Transit, a jobs center would create increased two-way ridership. Instead of full rail cars bringing workers into Seattle, only to return empty, office buildings would help draw more riders that would help fund a greater share of the light rail operating budget.

Again, a far better use of scarce buildable land.

Greenspace

The WSJUV is *underserved* with respect to parks and open space [6] and a growing population will only put greater pressure on that parkland. A below-ground station could add available open space through the creation of a landmark public plaza or park. Assuming that some Seattle Parks land is taken from the golf course area, this would be a great opportunity to perform a swap and essentially move greenspace on the periphery of the WSJUV to a location that is centrally usable by the surrounding rental units and our broader community.

[4] MHA FEIS Section 3.1 Ex39
[5] Sound Transit Presentation - JuNO 3/25/19 Meeting
[6] Seattle 2017 Parks Plan

EIS Scoping Comments

JuNO requests that Sound Transit study the following issues in preparing its draft Environmental Impact Statement for the West Seattle light rail extension:

Aesthetics

- Analyze how the proposed structure of an elevated alignment would impact the aesthetics of the remaining residential neighborhood and business district.

Emergency Services

- Study the impact of an elevated track on emergency services, including impacts that would change or degrade current response times.

Canopy

- Measure the baseline tree canopy in the WSJUV and, separately, along the proposed light rail routes;
- Analyze the impact on tree canopy of elevated track and station vs. a tunnel and underground station within the WSJUV.

Cost

- Study the cost-saving impact of the removal of the Avalon station.
- Study previous tunnel-related efforts by Sound Transit that have resulted in budget savings, including the construction of the Northgate Tunnel.
- Study and enumerate alternative funding opportunities including, but not limited to, additional federal, state, and City contributions; and excise and/or other taxes.

Equity

- Study equity-of-access on a system-wide basis, paying particular attention to those neighborhoods where light rail enters underground into dense communities with hilly topographies (i.e., First Hill, Capital Hill, University District).

Height, Bulk & Scale

- Study the impact on views, privacy, shading effects, and access to light at all levels below track, including but not limited to street level, of an elevated track and station.

Housing

- Calculate current housing units lost/displaced due to construction of an elevated track and station vs. a tunnel and underground station within the WSJUV.
- Study the feasibility of adding greater density, including square footage for employment opportunities and affordable housing, to the core commercial areas east of the Junction, also known as the Triangle.

Infrastructure

- Study the impact of all construction activities on city streets, including but not limited to the damage to roadways caused by equipment and the costs to repair.

LIvability

- Perform a noise evaluation of an elevated track and station vs. a tunnel and underground station within the WSJUV, including octave-band and vibration analyses.
- Conduct all noise analyses for these three areas:
    - Construction zone;
    - Construction lie-down area;
    - Parcels along alignment right of way not acquired through eminent domain. [7]
- Study the light-pollution impact of an elevated track and station vs. a tunnel and underground station - both during and after construction.

Parks & Open Space

- Analyze the opportunity to create new park lands as part of an underground station.

Traffic

- As the WSJUV is one of the few access points to the West Seattle Bridge, conduct a traffic study - for both an elevated track and station and a tunnel and underground station - to understand the impact on cars and busses during construction and once light rail is operational.

[7] It is crucial to understand the daily noise impact on those whose structures will be left standing once construction is complete.

Transit-Oriented Development

- Study the TOD potential for an elevated track and station vs. underground tunnel and underground station within the WSJUV.
- Study bus integration for station placement for elevated track and station vs. a tunnel and underground station within the WSJUV
- Study pedestrian and bicycle access transit, taking into account topography and potential hazards, for elevated track and station vs. a tunnel and underground station within the WSJUV.

Walkability

- Measure the impact on walkability of elevated track and station vs. a tunnel and underground station within the WSJUV.
- Study the impact of making Alaska Street a pedestrian walkway, as envisioned in the Junction Design Guidelines (SMC 23.41.004).

West Seattle Transportation Coalition

March 31, 2019

West Seattle and Ballard Link Extensions
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA. 98104-2826
Sent by Email: wsbscopingcomments@soundtransit.org

Re: *ST3 West Seattle and Ballard Link Extension EIS Scoping Comments on Level 3 Alternatives*

Dear Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board Members:

The West Seattle Transportation Coalition (WSTC) works to address transportation and mobility issues for Seattle's largest constituency – the nearly 100,000 people living on the 10 square miles of the West Seattle Peninsula. WSTC's top issue has always been ingress-egress and mobility issues between our neighborhoods and Downtown or points beyond. The West Seattle Bridge Transportation Corridor (WSBTC) is the city's busiest transportation artery. It connects us with major north-south routes (SR 99, E Marginal-Alaskan Way, Airport Way, and I-5), and carries more than 122,000 vehicles a day – 14,000 on the Spokane St Swing (low) Bridge, and 108,200 on the High Bridge (*SDOT 2017 Seattle Traffic Flow Map*).

WSTC sponsored the first public Light Rail Planning Workshop in West Seattle in June 2017. Our constituents know that light rail to West Seattle will be the biggest transportation project to affect our Peninsula this century, and they want to ensure we make improvements that benefit all of our neighbors in ways that outweigh negative impacts wherever possible:

- By providing new transportation alternatives to the vehicle congestion in the WSBTC;
- By ensuring that guideway and station locations bring real, tangible benefits to the neighborhoods directly affected and not just impacts to views and acquisition of homes and businesses;
- By protecting historic buildings, community gathering spaces, and businesses in the economic enterprise nodes within and around Youngstown and the Alaska Junction Urban Village; and
- By reflecting long-standing community outreach and neighborhood planning goals.

We seek to identify options that will best meet the needs of affected communities from the West Seattle Peninsula – including White Center and further points south(west) – and SODO. This includes not just those in the walkshed or living near the guideway and stations, but also those arriving by bicycle, bus, and other modes. **Comments presented here are based on input to and outreach conducted by WSTC to date, and reflect three main objectives for the EIS Scoping Process:**

1. Consider alternatives that present real, significant, and useful differences for study and comparison in identifying the best route options and station locations.
2. Ask the right questions to gather the data that will drive the final decisions made by the ST Board.
3. Consider disruption during and after construction, and provide suitable mitigation measures for what will be considerable change, including the possible destruction of historical structures and communities along proposed routes.

1. **The EIS process must consider alternatives that present real, significant, and useful differences for study and comparison in identifying the best route options and station locations.**

While the WSTC has long supported Sound Transit's goals of conducting an efficient, cost-effective, and concise process to identify alternatives for study in the EIS, we have grown increasingly concerned as we get deeper into the process. What began in Level 1 with a series of significantly different route and station possibilities – reflecting considerable attention to public input – has narrowed into alternatives that bear very little difference to each other.

Questions left to be studied in the EIS appear to be merely whether or not the guideway runs just to one side of the West Seattle (High) Bridge or the other and is the station better here or just a block further down the same street in one direction or the other. While there is a significant cost impact to going "elevated vs tunnel," for 1/3 of the route the *only* option is elevated in order to cross the river, and for another 1/3 the comparison is only about how *high* the guideway and station should run through Delridge. This does not seem in the spirit of early outreach and consideration of public comments, and also greatly increases the risks that engineering beyond the current 5% threshold could discover insurmountable construction hurdles or cost impacts in the future that would require us to re-start the process anew.

The WSTC Board believes it is imperative to forward an additional tunnel and elevated option into the Draft EIS process. Many community comments suggest bringing back the Pigeon Ridge/West Seattle Tunnel "Purple Line" or a version of the Level 1 Yancy Street elevated option through North Delridge.

We believe further study of additional alternatives beyond the current Level 3 options might accomplish any or all of the following:

- reduce the need for real estate acquisitions and noise mitigation
- increase train speeds and travel times by reducing or eliminating curves
- avoid impacts to sensitive environmental areas on Pigeon Point and at Longfellow Creek
- reduce impacts to Port operations, which could yield 3rd Party funds to support any increased costs of construction
- reduce impacts to historic buildings, community gathering spaces, and businesses in the economic enterprise nodes within and around Youngstown and the Alaska Junction Urban Village

2. **The EIS process must ask the right questions to gather the data that will drive the final decisions made by the Sound Transit Board.**

As important as it is to reduce alternatives for study and to help the Sound Transit Board drive to a decision that will reflect budget realities, system considerations, and the "will of the people" at the ballot box, it is also important for the Board to have access to actual data about the costs and impacts of the decisions they will be making.

Therefore, **the WSTC Board believes the EIS *must* study the cost and ridership impacts of deferring one of the three proposed ST3 station locations**. WSTC is not advocating at this time for or against eliminating a station from the line. We are elevating comments by constituents who have called for dropping Avalon Station or truncating the line at Avalon or even Delridge, especially if it helps to reduce negative impacts to the neighborhoods.

As part of both ST1 & ST2 projects, Sound Transit deferred station locations and truncated whole lines approved by voters. Since that precedent has already been established, WSTC is asking the ST Board to gather the data to understand how forecasted ridership, environmental, cost, and other impacts are affected by their eventual decision. Are these data and impacts significant enough to alter what the voters for ST3 envisioned or not? Would building only two stations severely impact ridership or would ridership adjust itself? Can Metro adequately serve all three proposed locations with its future route planning or not? Could the savings from station deferment provide funding to support other changes desired by the community or not? We won't have sufficient answers to these questions if we do not study them.

3. **The EIS process must consider disruption during and after construction, and provide suitable mitigation measures for what will be considerable change, including the possible destruction of historical structures and communities along proposed routes.**

Sound Transit needs to conduct an analysis and eventually receive a federal determination regarding (a) impacts to environmentally-sensitive green spaces and pedestrian/bike trails in the vicinity of Pigeon Point and North Delridge, and (b) impacts a Genesee alignment might cause as the guideway and columns run along or near the northern property line of a golf course or even just inside it.

Therefore, the WSTC Board recommends further study of the so-called 4(f) impacts to the Seattle Parks and Recreation facilities at the Delridge Community Center & Playfield and the West Seattle Golf Course.

We are not calling for further study of the previous Level 1 alternative which cut across the West Seattle Golf Course, but of additional options for the current alternatives under consideration as engineering continues to advance, including:

- West Seattle Golf Course property line impacts – Beyond considering whether the guideway is at or "just inside" the golf course, what if it was also 25, 50 or 100 feet? How far can the guideway be moved to avoid impacts to the residential neighborhood before it causes irreparable harm to the Golf Course – and more harm than would be caused to the hundreds of residents in the neighborhood north of Genesee?
- A slight deviation of the Level 3 "Blue Line" – What if the guideway remained on Delridge Way SW until the intersection with Genesee and only then began to curve west, crossing the Delridge Community Center property, and possibly requiring acquisition of the existing building or other nearby facilities for a station, before curving back towards an alignment generally along Genesee or just inside the golf course property line as it heads up to the Avalon neighborhood?
    - This would require acquisition of fewer properties, and could dramatically reduce neighborhood concerns about residential displacement.
    - This small change would support repeated calls by the community to push the station as far south into the Delridge neighborhood as possible.
    - This presents an opportunity to provide a significant benefit to a historically marginalized and diverse neighborhood, whereby a brand-new recreational facility could be built (similar to the Rainier Beach Community Center in southeast Seattle), possibly combined with affordable housing or other community benefit facilities. While this would require third party funding and partnership previously outside the scope of Sound Transit's construction, it also presents a once in a lifetime opportunity to build up Delridge as a community and as a destination, with excellent service from elsewhere across the peninsula by bus or train.

Sound Transit engineers only in the last couple of months developed an option for the Level 3 alternatives that includes the so-called "Orange" or "Yellow" elevated line running across the residential East Alaska Junction Neighborhood. This option was never considered in initial ST3 project development, is not reflective of the ST3 ballot language, and was never shown and discussed in public until the most recent Level 3 public open houses.

While the WSTC supports EIS study of elevated options for West Seattle, this option would destroy an entire area of historic homes and divide a neighborhood in ways similar to the recent Viaduct we took down on the Waterfront or parts of I-5 and I-90 that the City of Seattle is studying for lids.

Therefore, the WSTC Board recommends *removing* this option from further study in the EIS. We also strongly urge Sound Transit staff, as they study the impacts of routing an elevated guideway from the Avalon area into the Urban Village and a north-south alignment suitable for future extension to the south, to conduct extensive and repeated outreach to neighbors in the area.

The WSTC looks forward to working with all of you throughout the Environmental Impact Statement process and beyond. Together, we are committed to helping Sound Transit deliver the elegant solution that will benefit all of the 100,000+ people living, working, and visiting the West Seattle Peninsula for many years to come.

Thank you for the opportunity to comment.

In Community,

Michael Taylor-Judd
Chair, West Seattle Transportation Coalition Board
info@westseattletc.org / www.westseattletc.org

Cc: WSTC Board
Seattle Mayor Jenny Durkan
Seattle City Councilmember Lisa Herbold
Seattle City Councilmember Lorena Gonzalez
Seattle City Councilmember Mike O'Brien
Bill LaBorde, SDOT
King County Executive Dow Constantine
King County Councilmember Joe McDermott
Chris Arkills, KCDOT
Port of Seattle Commissioner Stephanie Bowman
Lindsay Pasternak Wolpa, Port of Seattle
West Seattle Blog
West Seattle Herald

March 28, 2019

Submitted via email to: WSBscopingcomments@soundtransit.org

West Seattle and Ballard Link Extensions, c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Re: Scope of the EIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

The Wing Luke Museum of the Asian Pacific American Experience (The Wing) has been a community cultural anchor in the Chinatown-International District (CID) for over 50 years. Locally, neighborhood stakeholders have identified us as a sacred space; we are one of the largest economic drivers in the neighborhood (second only to Uwajimaya); and we continue to be a cultural asset that is led and stewarded by the community. Regionally, we are a destination place for Asian Pacific Americans who want to stay connected to their roots and for residents from other ethnic backgrounds who want to learn more about the APA communities that have enriched our City and region for over 100 years. Nationally, we are a recognized, one-of-a-kind cultural leader – the only pan-Asian Pacific American museum in the country, a Smithsonian Institution affiliate and an Affiliated Area of the National Park Service.

Our visitor experience and our Museum's viability rely upon the cultural integrity, authenticity and vitality of the CID. Indeed, the neighborhood is our largest exhibit. We have a growing neighborhood tours program that directly partners with over 50 small businesses in our area. Our 2016 visitor survey indicates that 84% of our visitors are coming to The Wing for the first time. Half of our guests have never visited the CID before, and when they visit The Wing 75% also visit a neighborhood business.

With this interdependent relationship between us and the CID, we are greatly invested in the potential impacts and opportunities of the CID station associated with the Sound Transit West Seattle and Ballard Link Extensions project. Decisions related to the station location and type of construction must take into account and prioritize the impact on the cultural integrity of the CID. Our neighborhood already is facing unprecedented displacement pressures, and the Environmental Impact Statement (EIS) must take into account the heightened risk of displacement and gentrification that often comes with new transportation developments and station locations. When our community invested $24 million to rehabilitate our 100-year-old historic building and create a new home for our Museum, we meant it to be our forever home. We urge you to consider the EIS with this same perspective in mind – decisions made today will have impacts for generations to come.

In this light, we are incumbent to be thorough in evaluating multiple options through the EIS process. We urge you to continue to study the Fourth Avenue alignment options. A multiplicity of variables in the EIS itself also must be evaluated, encompassing the community as a whole and evaluating along racial, social, economic and environmental factors.

The CID has been at the epicenter of public works projects time after time after time. The 2nd Avenue Extension cut through the heart of the earlier Chinatown; the I-5 freeway cut our neighborhood in two; the many sports stadiums continue to impact our community events, programs and business life throughout the year; and the First Hill streetcar and spur line resulted in approximately 1/3 business loss during its lengthy construction. The CID, its residents, businesses and community organizations have bore the brunt of each project again and again. Now we ask you to take to heart what decades of experience has taught us – centering people, valuing what makes us special and distinct, taking care to evaluate many options on multiple factors in complex situations, and taking the advantage of making investments to have greater impact when opportunities arise is the route to creating a region that is welcoming, accessible, culturally rich, visionary and inspiring.

Sincerely,

Beth Takekawa
Executive Director

APPENDIX G

Public Comments

Communication ID: 342045

Name: Erik Wise

Comment:

I advocate for a tunnel under Salmon Bay with a station in Ballard on 15th Avenue Northwest. This route minimizes impacts for both business owners and residents, provides much greater predictability than a draw bridge alternative, limits the impact upon maritime dependent business, and establishes a station that is closer to the center of Ballard's HUB Urban Village.

Communication ID: 342056

Name: Tim Bailey

Comment:

My primary comment regards the interconnections between the two light rail tunnel lines in downtown Seattle. The interconnections have to be close and efficient, regardless of the resulting construction impacts in downtown Seattle. Spending billions of dollars to build a system with built-in inefficiency and hassle (with regard to transferring between the two lines) is a terrible use of taxpayer dollars. I urge the planners to primarily look ahead instead of focusing on the relatively short-term construction impacts.

Communication ID: 342057

Name: Robert Cruickshank

Comment:

First, the station location in Ballard must be no further east than 15th Ave NW. All 14th Ave NW station location options must be rejected from further consideration. 14th Ave NW is too far away from the major destinations and population centers in Ballard and would require people to cross a major arterial, potentially reducing ridership. A station location at 15th Ave NW is already quite a major concession.

Second, Sound Transit should work with partners at the city, county, state, and port to fund a tunnel under Salmon Bay to connect Interbay and Ballard. A tunnel would provide more reliable and fast transit service. It would protect existing uses and facilitate future uses. ST has shown it can successfully tunnel under the Ship Canal and can and should do so here as well. A drawbridge is an absurd idea and should not be considered here.

In West Seattle, a tunnel is of less priority.

Communication ID: 342058

Name: Ragan Peck

Comment:

Good day,

I look forward to a tunnel servicing Ballard asap. The area is currently under-served by transit options and expediting this additional transit would be in the neighborhoods interests!

As a home owner and manager of commercial properties with over 100 commercial tenants on Ballard Ave NW I support any plan to bring transit to Ballard faster. Things I would find important in additional transit:

Providing a method of mass transit that does not run in traffic

Provide a method of transit that does not reduce or remove any current lanes of traffic.

A tunnel would be preferred to a bridge (even though the view from a bridge would be iconic).

It would be idea to have stops:

> 1. at the base of the Ballard bridge on the north side near the shopping area of the Ballard Blocks, Fred Meyer, New Seasons, Trader Joes, and future PCC. Also this is a good link to the Burke gilman trail near Fred Meyers.

> 2. Market st. with connection to east/west transit lines

> 3. 65th, school connection

> 4. 85th a great east/west connection.

I would love to see this expedited sooner the 2037! 2025?? Is there any way to make this happen faster?

Thank you for your time.

Communication ID: 342059

Name: Steve Savge

Comment:

15th is the key in ballard, do not place a station on the east side of 15th. Most of the density is west, and still some but dwindling commercial along 14th, be sure to remember that this is for people and not industry, so putting stations by people makes it more successful. The tunnel, too, tunnel into ballard to save maritime and all existing commercial activities. Look at the burke extension and how that remains a painful fight - remove it as a point of contention being completely separated from all interactions in water and on land. The port spent like $1B on the 99 tunnel, maybe you could negotiate with them to do the same in ballard to preserve marine business in salmon bay. I like the idea of the tunnel in west seattle, but less of a deal breaker as long as continued light rail operations can continue south into white center/burien. In sodo, I don't mind any of the new options for ST3, but the biggest wins I see there are removing at-grade interactions with cars for both existing and new ST3. Is there a way to leverage the new project to close/remove as many of the at-grade crossings in SODO? Something to think about for the future in potentially trenching in along MLK in the distant feature. The less at-grade interaction the better for this system.

Communication ID: 342061

Name: Anshum Gupta

Comment:

I think it's absolutely ridiculous that you would consider options east of the core Ballard Urban village. The center of the village is on 22nd Avenue and most of the housing as well as visitor attractions are in that vicinity. 14th st. is 0.6 miles from the urban core of Ballard (an additional 670 ft and a large crossing from the west side of 15th st). There is limited residential zoning nearby and if you go 0.6 miles East of there you are on top of a big hill that nobody is going to go up. This is a VERY poor option. Just to give you a sense of how ridiculous that is, the Paramount Theater, in downtown Seattle is 0.7miles from the Capitol Hill station. Can you imagine building the Capitol Hill station at the Paramount Theater and calling it a Cap Hill Station? That would be absurd and people would be up in arms and you wouldn't get people on Cap Hill to use the line. So while options are ridiculous, if you are looking to serve Ballard, 14th should be completely off the table and if anything you should be considering alignments further west that place the station in the core urban village (this feedback was also provided in the neighborhood forums which was completely neglected and not even reflected in the documents). If you compromise on this it will just be a large project with limited benefits as people will just ride the bus for convenience as nobody will walk 1 mile from 24th Ave to get to the station.

As for tunnel vs. high bridge; obviously tunnels are better for core, but placement is more important than either in this case. Would rather have a bridge to 22nd than a tunnel to 15th. If you can't build to the urban core, don't waste money, and don't even bother building it at all; the area you are building to right now doesn't need a metro, Ballard does. West Seattle has 3 stations, Ballard is getting 1 station which is not even in Ballard, it's in Frelard (and even 15th is barely Ballard). How does that make any sense when the urban density of Ballard is much higher than West Seattle?

Communication ID: 342062

Name: Jason Kahn

Comment:

I remain concerned that this plan bypasses Belltown entirely. With the closure of the Viaduct/Battery Street Tunnel and the likelihood that this new Link line will result in the kind of bus consolidation we've seen in U-District and are starting to see on the Eastside, it leaves most of Belltown difficult to access by car, train, or bus. Why was a Denny alignment eliminated?

Communication ID: 342063

Name: Joseph Zagrodnik

Comment:

I live on 32nd Ave SW near Andover. My family would use the Avalon station on a daily basis to commute. I am strongly in support of the ST3 representative alignment through West Seattle. I am especially supportive of the elevated

alignment on Fauntleroy which is an established right of way and has a lesser impact to surrounding neighborhoods. I do not believe the turn south in the yellow alignment is worth the added impact. The tunnel provides no added benefit to riders and considerable added cost. The tunnel alignment also has a less-desirable Delridge station location. When designing the stations it is extremely important that the bus transfers along Delridge and 35th be as seamless as possible so that our neighbors to the south have easy access to light rail.

For other parts...the ID station should be on 5th, the Westlake station needs to connect well to the existing lines, and the best Ballard alignment is the 15th Ave movable bridge.

Communication ID: 342065

Name: April Lesho

Comment:

Please expand the service area by bringing link south down 35th. There are a lot of lower income people/communities further south who can benefit from this transportation.

Communication ID: 342070

Name: Bryce Kolton

Comment:

Investigate a high bridge alternative from Interbay to Ballard.

Determine the difference in ridership between 14th and 15th Aves for station siting, especially with regards to detours connecting buses would need to make.

It would be cool to have the EIS also study "the next stations" in the alignment, assuming Ballard extends north and West Seattle extends south. It could allow a third party to fund an extra station or two without the lengthy process of further EIS.

Examine income and equity differences between the populations that will lose their homes in West Seattle between an elevated alignment and tunneled.

Communication ID: 342073

Name: Nigel Day

Comment:

My input is for West Seattle. Please complete this as quick as possible. Please stay on budget. Both the RED ST3 elevated track & the alternative YELLOW elevated track are great. Please implement immediately and finish early if possible. The blue tunnel is a super expensive pipe dream; do not waste resources on this option.

Communication ID: 342075

Name: Chris Bendix

Comment:

Use the E-3 surface option through SODO as a cost-savings. Do not do a deep bore tunnel under 4th. Activating King St. Station with light rail is not worth the additional cost and construction risk of a station that deep in soil that unstable. Cut and cover option with a temporary lid on 5th (like LA Metro Purple Line Extension) is a much better choice and will not be prohibitively disruptive to small businesses on 5th.

The alt. with both SLU stations within 4 blocks makes no sense in terms of capturing ridership of anyone living/working west of SR99. Alternative 1 with a SLU station north of Mercer between 6th and Taylor still connects well with SR99 northbound rapidride service and also opens up vastly more walkshed in lower queen anne, which is not well served by any transit mode. Or, split the difference and put the station at Mercer under the SR99 overpass. In any case, having two underground stations so close together is silly. A third option would be to consolidate the Westlake/Denny stop and SR99/Mercer vicinity stop into one stop at Westlake and Harrison. You could use the cost savings to tunnel at West Seattle or Ballard and it would likely have minor/no impact on SLU ridership, given the lack of quality transit options currently available in SLU.

If possible to do a tunnel at either end (West Seattle or Ballard), my preference is West Seattle. Overall, I think these options are good.

I strongly prefer alignment 1, elevated stations at each end, 5th ave in the ID, and Terry and Mercer in SLU.

Communication ID: 342078

Name: Jason Smith

Comment:

I would be interested in knowing how the two Ballard alternatives would impact extending the line past Market street. Specifically, how could the tunnel and high bridge alternatives be extended to reach 65th street and Crown Hill.

Communication ID: 342080

Name: Nicole Harvey

Comment:

Any chance that we can also consider building to Crown Hill? Ideally the link would go all the way to Northgate (for obvious reasons), but even getting up to Crown Hill makes so much sense given its status as an Urban Village.

Communication ID: 342086

Name: Jim Lamb

Comment:

West Seattle:

-$700M for a tunnel is a massive amount that would be better spent extending the line, or towards other transportation projects around Seattle. Strongly against any tunneled option for that reason

Chinatown/ID:

-Deep mined stations that require elevators would make for a terrible transfer between lines. Those should be ruled out.

-I would like to prioritize pedestrian access and rail-to-rail transfers. The 5th Ave cut-and-cover options are my strong preference. I understand that there is more impact to the local businesses there, but the hundreds of millions saved by not doing the 4th Ave option should allow us to offer extremely generous compensation to those businesses for construction impacts.

Downtown:

-The alternatives didn't really mention the transfers between this line and the University Link line at Westlake. That seems like a huge omission. The Midtown and SLU station locations should be set to whatever will lead to an amazing rail-to-rail transfer at Westlake.

-I like the 5th/ Harrison/ Republican SLU alignment, particularly because the Mercer station is a bit further south. The Denny Triangle is getting incredibly dense and we should try and make sure the first SLU stop isn't too far from Westlake stop.

-+$400M for the 6th/Mercer alignment is a huge number. I think that money could be better allocated elsewhere on the line.

-I like the Republican station location for Lower Queen Anne. Great access to Seattle Center/Key Arena, and is more central to the whole neighborhood. It could make accessing parts of Belltown better, which is good because that neighborhood is otherwise ignored. Mercer is too far north.

-Would love to see bus-to-rail transfers prioritized, particularly for buses coming from the north down 99 (RapidRide E is incredibly popular)

Ballard/Interbay:

-By far my preference would be an elevated station that goes to 15th Ave, with entrances from either side of 15th. It becomes a reallllly long walk with some painful waits at stoplights to force everyone coming from downtown Ballard to cross 15th on foot and walk several more minutes to 14th.

-My concern with spending the money to tunnel to Ballard is that it becomes more expensive to extend further north in the future. I also worry that politically if we tunnel to Ballard we'll have to tunnel to West Seattle, which would be a terrible allocation of $ for transit.

-Can we study an alternative that has the Interbay station straddling Dravus (like Mountlake Terrace Station straddles an arterial)? It seems people from both directions will be coming from Dravus, so moving it off that street is adding a walk for almost every rider.

-I'm not as concerned about a movable bridge if it's really high

Communication ID: 342090

Name: Lonnie Mann

Comment:

I live in Ballard, and am interested in any way to move up the Ballard timeline, including new taxes on me. Even real estate taxes - I'm a homeowner.

I think the Ballard line should connect via tunnel, because a drawbridge wouldn't be nearly as reliable. My commute to/from work via bus is often delayed due to the current drawbridge.

Lastly, I think the station should be at 15th/Market, not just because it would be more convenient for me personally, but also because the 14th st entrance has access issues, and would have issues extending north. A tunnel could extend both north and east in the future.

Thanks.

Communication ID: 342091

Name: Devin Reynolds

Comment:

To whom it may concern,

I am advocating for a tunnel under Salmon Bay in Ballard and a below-grade station at 15th Ave NW and NW Market Street. This alternative will cause the least amount of transit, business, and industry interruptions during construction, while reducing light rail service interruption that a draw bridge would induce. Putting an above-grade station in Ballard (at 50 feet high or higher) is completely out of scope with the fabric of the neighborhood and does not make sense for Ballard. We want a tunneled option with a below-grade station and it is worth the extra cost.

Communication ID: 342093

Name: Jessica Disman

Comment:

Reliable transit tends to stop at Alaska Junction. We need either more bus service from fairmount, gatewood, seaview, high point, etc, or an extended light rail line that goes further south. Also will need coordinated bus service to light rail stations, no matter where they are.

Communication ID: 342094

Name: Anthony Yarnall

Comment:

Please - We cannot have a movable bridge over Salmon Bay. Additionally, a station east of 15th is ridiculously off the mark. Even locating the station on 15th is too far east. :/

Please - Don't blow money on a tunneled West Seattle alignment. Even if the city or port kick in extra funds for it, there are far too many equity issues to make a tunneled alternative palatable. It's money poorly spent, no matter how its sliced.

Communication ID: 342095

Name: Sunder Karthik

Comment:

Love the West Seattle project. Why not consider extending all the way to the airport? So you'll now connect all of West Seattle to the Airport and Downtown.

Communication ID: 342096

Name: Dale Rogerson

Comment:

The light rail must be able to cross Salmon Bay without being subjected to interference from boat traffic. Anything else is a failure. Whether that is a fixed bridge or a tunnel makes little difference.

Stations for the Ballard extension must be easy for residents of Queen Anne to reach. The stations for the representative proposal at the Helix Bridge and the Dravis St bridge make a lot of sense. The alternative of having stations on the other side of the train track makes much less sense as it doesn't improve access very much for Magnolia while making it more difficult for Queen Anne.

Regardless of where the stations are QA and Magnolia should pick up feeder bus routes that run essentially continuously. For example, buses could run around the crown of Queen Anne and drop passengers off at the terminals in sync with the train schedules. A similar continuous bus service would also be provided for Magnolia. Alternately, you could have two east-west bus routes (one for the north station and one for the south station) that take people from Queen Anne to the terminal and then on to Magnolia and vice versa.

Just to emphasize my initial point. Putting the Ballard extension trains at the mercy of watercraft has the potential of causing issues for the entire light rail system. This has to be avoided.

Thanks.

Communication ID: 342098

Name: Elle Yoffee

Comment:

I recently moved to West Seattle and my partner and I have vehicles. But I would prefer to use public transit when possible. The W. Seattle/Ballard planned line is one such example of an opportunity to be able to use transit to go to Ballard. We go to Ballard 2-3 times a month and would use this option.

Communication ID: 342099

Name: Johnathon Davis

Comment:

Any Ballard station that ends up on 14th Ave is a waste of time and money. Why did we eliminate the alignment with the tall crossing bridge on 15th Ave? All decisions should provide an analysis on the impact to pedestrians. More crossing of 15th Ave in its current state will considerably decrease the utility of the ballard station.

Given the current options the representative alignment must be maintained or the port should pay for a tunnel. No City of Seattle money should be spent on this cosmetic change when we can't even fund Move Seattle. RapidRide, bus lanes, and bike infrastructure can have a considerably quicker and larger impact than 1 billion dollars for a tunnel that goes to the same place.

Communication ID: 342100

Name: Yih Pin Khoo

Comment:

I prefer the "West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated" alternative, with a station on Market and 14th.

Communication ID: 342101

Name: Ian Babbitt

Comment:

Please preserve the character of the West Seattle Junction by choosing a tunnel option for the Junction station. Putting in an elevated station in the heart of the Junction will adversely affect the character of the Junction. Thank you.

Communication ID: 342106

Name: Matthew Tochterman

Comment:

Seattle is in desperate need of more rail!! The Link rail from Tukwila to UW is my daily commute, and you'd have to pay me a whole lot of money to go back to commuting by car. The trains are packed to the brim during peak hours, highlighting just how badly we need this service not only now, but as Seattle continues to grow. I want all the rail, in all the places! #TeamLinkLightRail

Communication ID: 342107

Name: Saroj Singh

Comment:

One comment How did you evaluate the level 2 options for Ballard? It was obvious that number of passengers was not considered in any shape or form. The 17th ave options all presented the best number of passengers; 22% more than than any of the 14th ave options. How were 14th ave options even presented not to mention how they form the majority of all new recommendations besides the original plan?? They don't make any sense and don't cost less than the original alignment. So what's the point? I thought the point for new options was to improve passengers or potentially introduce things like tunnel to capture more passengers and offer less disruptions. In this case you reduce passenger and increase cost...genius. Additionally if you just take it from a Ballard perspective the difference in passengers for that stop is over 30%. Shouldn't you be prioritizing usage over convenience and trying to make the fisherman's terminal happy? That's not the point of transit. The point of transit is serving the most people to get to their destination reliably and quickly. If they half to walk half a mile to do so, it doesnt' make sense. Your 14th st station is over 0.5 miles from Old Ballard. Can we not agree that's the center of Ballard? The area around 14th is zone industrial and to the East is all single family? By that logic why not just build a station in middle of Magnolia? I strongly suggest you re-visit 15th and west of 15th and remove all 14th ave options. Otherwise this is not even a Ballard stop. Nothing is near the 14th stop except some breweries. All people live near 20th, all people that work in Ballard work closer to Leary/Shilshole (all between 0.6 and 1 mile away from 14th. Anyone who visits Ballard is looking to go to the Locks or the the Nordic Museum or Old Ballard - all those places are over 1.2 miles from the 14th street station. Explain how this is a Ballard stop?

Communication ID: 342109

Name: Autumn Rusch

Comment:

West Seattle is increasing more cut off from the greater Seattle area. I have lived on Alki for most of my life and the transit has only gotten worse over time. The 37 and 56 only run a few times a day instead of all day and when they

aren't running you have to take multiple buses to get downtown. West Seattle is so close to downtown it should take multiple buses to get there, especially when places much farther away have better service, place like Bothell, Kent etc. have buses that go directly downtown throughout the day. It's time for link light rail to come to West Seattle, metro obviously is going to continue to decrease bus service to us, so we need you!

Communication ID: 342112

Name: Meghan Kroll

Comment:

I would like to see a tunnel station in the West Seattle Junction as well as a north/south orientation there to facilitate extensions in the future. Thank you!

Communication ID: 342113

Name: James Pasko

Comment:

The Ballard station needs to be located as far west as possible (towards downtown/Old Ballard). At a minimum, people should not have to cross 15th when accessing the station from all the shops, restaurants, bars, and housing that sits in the dense environment between 24th and 15th ave.

It is shortsighted to even consider placing the station so far from this on 14th ave and making the majority of people cross 15th, greatly increasing the chance of pedestrian/car fatalities.

I do not support spending a huge amount of additional funds just to bury lines that would be absolutely fine as elevated lines, simply because a tiny portion of vocal landowners want a vanity improvement. Lines should be elevated if it saves money.

Instead, if additional funds are raised, use the money to either speed up the timeline or extend the Ballard line an additional station North to 65th.

Finally, a fixed bridge in Ballard should be preferred as it increases reliability and is cheaper than a tunnel, but it should be paired with a station with entrances west of 15th ave.

Communication ID: 342114

Name: Stephen Hochberg

Comment:

For the Smith Cove and Interbay alignments, please select the 2nd/brown option with the Smith Cove station at Galer Street, and the surface alignment west of Elliott/15th to the Interbay station. While the soil is not the best for the Smith Cove station, placing this station and the line in a hazard zone seems unwise and possibly costly later on. A pedestrian pathway can be built to more properly connect the upcoming Expedia campus to the Smith Cove station. There is also potentially more room to build a transit center here than over on Prospect. Perhaps a transit-only bus cut-and-cover access or flyover from Prospect to the Galer Street station could be built to connect a bus station at Prospect, but having the station for both bus and light rail would be easier to accommodate transit users.

A circulating bus connection between the new Interbay station and the Dravus bus stations may be an option.

The connection to Ballard will need to be the tunnel as the movable bridge would displace Port of Seattle Fisherman's Terminal activities and the fixed bridge would displace other marine industries that simply can't move to another section of the waterway. Legal costs and forced property acquisition will probably eliminate any costs savings with not going with a tunnel from the start. The Ballard station tunnel should be on the west side of 15th south of Market Street with possibly an ORCA Card or bus pass required pedestrian tunnel to the east side of 15th. The Port of Seattle should be solicited for any necessary funding of the tunnel. An optional LID for the Ship Canal area may also be an option to help with funding if the WA DOT or State legislature are not able to assist with any funding. If the Walgreens on 15th and Market is displaced, it could be reestablished after completion of the station.

Communication ID: 342115

Name: David Weidner

Comment:

First, I want to start by saying that I'm a huge proponent of light rail and the ST3 initiative. Seattle has needed light rail for quite some time and it disappoints me that previous city leaders rejected federal dollars for this system countless times in the past. We need this system to move Seattle into the future.

With that said, I live at 39th and Oregon - with the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated, I would be literally 7 houses away from the light rail tracks.

I cannot, in good conscience, support the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated alternative and will do everything in my power to prevent that alternative from moving forward. It completely cuts a neighborhood in half and put light rail tracks where current family homes stand today. I see no good reason to do this and would encourage the ST3 leaders to review other options.

I support the ST3 Representative Alignment or the Delridge Tunnel Option. Both of these follow current major transportation corridors and reduce total impact to the communities that need light rail service.

If we're going to build light rail, let's build it for the future. Let's not make the mistakes city leaders have made in the past. Elevated tracks through neighborhoods are cheaper alternatives but not good for the city overall.

Please move forward with ST3 Representative Alignment or the Tunnel Option to West Seattle.

Sincerely,

DJ Weidner

Communication ID: 342117

Name: Linnea Nasman

Comment:

For the Ballard station, the options for 1) an elevated bridge (not subject to marine traffic) and 2) a station on 14th Ave NW seem highly preferable in terms of access, ease of traffic flow, and transit connections. Very excited to watch this project come to life over the next 15 years!

Communication ID: 342122

Name: Janine Southard

Comment:

I own and live in West Seattle, so I would like to comment on the West Seattle extension. I'm concerned to see that Admiral Junction (which is becoming ever more built up) has been left off. Admiral and Alki both seem to be cut off from the planning. While that was also true of the Rapid Ride C line, I had hoped that would get corrected with the light rail...especially since the other areas are already served by the C-line. This takes its toll especially when Admiral and Alki residents have to choose whether to create their own park-and-ride (usually in Alaska Junction where there is ever decreasing street parking as more building projects move forward) or to drive along the same route as the bus/rail. The buses into and out of Admiral/Alki have been so reduced in recent years, that many people are already making this choice, and this could be your chance to connect these urban villages with the rest of the city.

Overall, I'm disappointed that no effort is being made to solve the parking-and-disconnect problem for Admiral/Alki and feel upset that people in those neighborhoods are being slighted once again.

Communication ID: 342125

Name: adam nelson

Comment:

A few critical points:

There needs to be a stadium station

Having intermodal connectivity to buses/ferries/rideshare/bike parking/bike lanes should be a tenet of each station.

Having zoning to support high density housing, retail, and pedestrian zones within 1/2 mile of each station should be a mandate.

The Interbay station should meet #3 and therefore should be on the Queen Anne side of the golf course.

Communication ID: 342127

Name: Kevin Lo

Comment:

It would be best to plan with a longer time frame in mind. The 44th Ave station oriented for future South line expansion is best. It also reaches the most people and caters to existing patterns established (business in Alaska junction and bus stops routes). This location supports our local business. It would be extremely inconvenient for people to get off the bus and walk 3 blocks to the station, creating unnecessary traffic. The underground tunnel is also least intrusive and supports a longer-term outlook for the neighbourhood vs a short term elevated route that creates future problems.

I am not sure what the ST3 representative route accomplishes or where the rational stems from.

Communication ID: 342129

Name: Scott Vlotho

Comment:

The renderings for the West Seattle stations need to include what the tunnel station options might look like for the Avalon and Junction Stations. Tunnels have been provided in Capitol Hill, U-District, and Roosevelt, and West Seattle needs one as well. Those other tunnel stations in those neighborhoods have a street level presence and the station options should be depicted for the West Seattle options. The tunnel option shows the portal at Genesee and then no further information is provided. By not providing renderings of tunnel stations in this packet, you are saying the tunnel option is only lip service to our community and you have not thought about, taken any effort to provide a graphic depiction, and will not give the tunnel a fair shake in the consideration process. Decisions like this only portray the process as a sham; that the decision has been pre-determined years ago; and you only need to go through the public process to check the boxes to get federal money. I'd like to think otherwise, but your messaging says public involvement is only a nuisance.

Communication ID: 342130

Name: John Hutsell

Comment:

We support:

Use the elevated route to Ballard;

Use the 14th St route to Ballard;

Use a FIXED bridge over the ship canal.

Communication ID: 342131

Name: William Lutkus

Comment:

I live on 40th Avenue SW between SW Oregon and SW Genesee. The proposal to cut thru this dense part of the West Seattle Junction with the elevated train option is absurd. I understand the light rail will benefit the public good, in fact I voted yes for it and the monorail, multiple times. With that I agreed to some displacement but not for this ridiculous disruption. To correct the E-W vs N-S facing option for future expansion, the solution to destroy the neighborhood between 35 and the Alaska Junction is beyond comprehension. Wether or not I and my neighbors are eminent domained out of its direct path or not, having an elevated train running next to the remaining single family homes is unacceptable. Beacon Hill, Capitol Hill, and the UW all got tunnels, do the right thing and tunnel into the Alaska Junction. Furthermore, If my property was purchased via eminent domain, I would not be able to afford another house in this neighborhood. How fair is that to the families who purchased homes and are now forced to relocate out of the area because of Sound Transits poor planing and unfair building practices.

Communication ID: 342132

Name: Zachary Corum

Comment:

Issue: The delridge station option for the tunnel alignment bisects at least two densely populated city blocks. the station location increases the impacts further. What I infer from these alignments is that all the parcels on these blocks would be bought out.

concerns: the impacts to these property owners could create political blowback once the neighborhood starts to understand the implications of the light rail plans. the maps show locations of alignments but dont show demolition - a map showing all the parcels slated for buyout in red or something akin would do so. Sound transit is downplaying this aspect in these maps. We can't have a full and open discussion of the impacts of these alignments without consideration of who and what is impacted.

suggestions for improvement: provide maps showing parcels/structures slated for buyout/tear down and make these available and request feedback. Minimize impacts of tunnel alignment on homeowners by moving the station to park along Genessee to minimize footprint and impacts to private properties and potential public opposition.

Communication ID: 342133

Name: Lora Swift

Comment:

The Alaska Junction is a vital part of our community vision. It's considered the downtown, or heart, of the West Seattle community. The Junction is not only a place that draws neighbors and friends together, but is also home to 230+ small businesses. It's critical we maintain the downtown of our community by preserving the essential core of West Seattle.

I fully support a tunnel option for West Seattle. We must not disrupt this core urban village by building a mammoth concrete structure through the very heart of the district. We must preserve the walkshed for pedestrians, and continue to support a community that is inviting for all.

Lora Radford

Executive Director

West Seattle Junction Association

Communication ID: 342134

Name: Jennifer Stafford

Comment:

The Delridge light rail station should be located as close to SW Genesee St as possible. The 120, 125 and 50 bus routes already have stops here because this is a central location for the North Delridge neighborhood. The Delridge Community Center and the Youngstown Cultural Arts Center are both located at this intersection and they are both important gathering places for our neighborhood. A station near these neighborhood hubs would allow more people from outside our neighborhood to easily attend events without having to drive here and look for parking.

A light rail station located at SW Genesee St will allow people who live as far north as the WS Bridge and people who live as far south as the Delridge Library to easily walk to light rail. In contrast, if the station is located near the more industrial, less populated area around the WS Bridge, far fewer people will be able to easily access light rail, and they will need to use car or bus alternatives just to reach the station.

A station at Genesee is the best option to serve the most people in our community.

Communication ID: 342135

Name: Francis Ting

Comment:

For the Ballard Extension and its station location, given the already busy intersection of 15th Ave. NW & NW Market Street intersection, I strongly recommend the construction of the Salmon Crossing High Level Bridge to end with the designated Light Rail Station to be located on the intersection of 14th Ave. NW & NW Market Street in Ballard.

Thanks for considering my input!

Communication ID: 342136

Name:

Comment:

Do not have any part of the route cross streets at grade level the entire route need to be separted, evelvated, or tunnel so there is no impact to service and is safer

Communication ID: 342137

Name: Irene Nelson

Comment:

This is all about the West Seattle end of the line. I think the ST3 representative option would put too much of a damper on future light rail options, as well as harm the character of the Alaska Junction.

For the sake of West Seattle as a neighborhood, I very much hope one of the tunnel options is feasible. I think 41st is a less desirable location for a tunnel (less accessible since it is downhill and further from the commercial core) but if the line is elevated I would still prefer that over an elevated track right at the main California intersection. This despite personally living at 41st/Oregon... the elevated track would be right across the street from us.

I'd rank them as follows: 42nd tunnel, 44th tunnel, 41st tunnel, 41st elevated, Alaska/California elevated.

Thanks for all your work on this. I <3 Sound Transit!

Communication ID: 342138

Name: Brandon Herman

Comment:

The West Seattle tunnel option is without question the best alternative, in terms of reducing impacts to the community. The elevated options basically run a wrecking ball through West Seattle and would forever change it's character. I realize there is a +$700m cost for the tunnel alternative, but consider how much money and time the ST will save avoiding litigation for each one of these homes. In addition, neighborhoods are prepared to form land holding corporations with their properties to substantially raise the value of their combined parcels. It's obvious that due to West Seattle's lower home values/income, ST chose the elevated alignment, saving funds for tunneled alignments through wealthier parts of the city that would fight back. I will add that the tunnel alignment should also follow that of the other two proposed, prior to entering the slope at Avalon. If portions of the golf course need to be dedicated for public ROW, so be it. This is not a park, as the City has labeled it. I don't have to pay money to go throw a Frisbee in Lincoln Park,

other than tax dollars. I do, however, think any loss to impervious cover (golf course ROW) or negative impacts to Longfellow Creek (salmon bearing) should be heavily mitigated for.

Communication ID: 342139

Name: Eric Wolak

Comment:

I urge you to select the elevated alternatives for both Ballard and West Seattle. The savings from not tunneling can be used to increase the network coverage to maximize return on investment and equity.

Communication ID: 342140

Name: Thomas Gardner

Comment:

It's typical again that the white community gets everything they need and any extra need come from money dedicated for black neighborhood

Once again we are the last because of purposeful discrimination and intentional segregation

Look at history of sound

Picture of white girl at black bus stop is the slap in the face again again again

Communication ID: 342141

Name: Tighe Urelius

Comment:

My comments are regarding the routing of Link through West Seattle from 35th Ave SW and SW Avalon to the Alaska Junction.

I encourage the board to consider, with upmost importance, the permanent effects to the neighborhood. My preference is for the "blue" tunnel alternative but I am open the the "red" elevated option.

I am wholly and passionately opposed the the "yellow" elevated option. This will permanently construct a scar across a vibrant family neighborhood.

Please remember, the decisions made in the next months and years are going to forever change the fabric of our neighborhoods. The shorter-term financial and disruptive aspects of the project are important and deserve attention and scrutiny. There is no going back from the decision to cut across a family neighborhood when other options are viable.

I am excited about light rail coming to West Seattle and welcome some of the negative effects of having a nearby station, such as people using the streets as a park-and-ride. However, I cannot accept that the "yellow" line is an acceptable route and I doubt anyone on the ST board would welcome it if this were their neighborhood.

Hopefully this process of gathering comments will be seriously considered and a disastrous routing option will end before more time and energy is wasted studying it.

Communication ID: 342142

Name: Dave Peterson

Comment:

In West Seattle, the elevated options show guideways that are extremely high off the ground, which would have a huge negative impact on the character and livability of residential areas, parks and businesses. Visual and noise impacts would be huge, and would have huge unacceptable negative impacts to the neighborhood that could not be mitigated. These negative impacts would be similar to the impacts that the SR 99 Viaduct had on the Seattle Waterfront. They would also have huge impacts on the driving experience when entering West Seattle, with a forest of tall columns and very high overhead guideway changing the scale and residential community character to a more industrialized character that is not in alignment with the community. The tunnel option has much lower impacts to the community (character, views, visual, noise) and largely retains the character and views in the area. I support the tunnel option, but will actively push back against the elevated options.

Communication ID: 342143

Name: Lisa Rongren

Comment:

Specific to West Seattle:

YES to tunnel, NO to elevated

Junction station locations - 42nd (best option) or 41st (also good) - these two locations put a station in the middle of density - Alaska Junction and "the Triangle" - while the 44th option is on the edge of density. Let's make it as easy as possible for the most amount of people to walk to the station.

Please run the line along the edge of the golf course instead of destroying people's homes on Genesee.

Communication ID: 342144

Name: Vernon Brown

Comment:

I'd like to support the West Seattle Elevated line. I like the Delridge station option, the easier access for a future line from the Alaska Junction and the fact that there are no funding partners. With the ST3 Representative plan and the West Seattle Tunnel it looks like more money, more time and less representation in placing equitable stations.

I want scoping on the positive impacts of interrupting freight at the port.

Communication ID: 342145

Name: Adam Schechter

Comment:

First and foremost, this outreach phase is appreciated. I write as resident of Avalon Way, no more than a few hundred feet from a future Avalon station. West Seattle will be the primary focus.

Executive summary version:

ST3 representative alignment is generally best with some design tweaks

North/south aligned Alaska Junction station is crucial

No West Seattle tunnel, even if funding is identified, on social equity and system outcome grounds.

In Ballard, a 15th Avenue NE station placement should determine method for crossing Salmon Bay, not the other way around.

For West Seattle, there are no good end-to-end answers amongst the identified alternatives so far, and there will be winners and losers in the selection process. The ST3 Representative alignment comes closest to satisfying most stakeholders but has one major, crippling flaw: an east-west aligned Junction station, presenting a major roadblock to future expansion to the south towards Morgan Junction and White Center. Future extension constructibility must be included as a factor in this decision and a north/south station alignment should replace this if possible, preferably on 42nd or 41st Avenues. This may re-introduce running on SW Oregon Street. In whole, it is net-positive that no at-grade segments are present though I would not rule it out for alignment extensions to the south.

On the subject of a West Seattle Tunnel: This is a gold-plating option that dramatically increases cost, complexity, and build-out time disproportionate to increases in transit outcomes for the system. Do not carry forward any option for a tunnel in West Seattle in any capacity regardless of whether or not local residents are willing to pay up for it with a Local Improvement District (LID) levy. There's nothing inherently wrong with local residents wanting to tunnel this segment (and there are arguably positive local economic and development outcomes further downstream) but it is categorically false to consider this a superior outcome as a transit system relative to elevated alignments. The entire concept represents an after-the-fact bait and switch insult to the rest of the ST voting district by a small group of relatively well-heeled holdouts.

There are acutely terrible social equity optics to this as well -- long-standing grievances about the decision to build at-grade in Rainier Valley will be juxtaposed against "uphill West Seattle" residents getting their way (which is coded for

any number of class-, race-, or economically-based accusations, most of which can be historically justified) even if they choose to pay for it themselves because they have the means to do so. Zooming in, a tunnel that could worsen outcomes for Delridge residents (increased property acquisitions, inferior station placement away from Delridge Way) while "protecting neighborhood character" in the Junction will incur obvious, and anecdotally correct, claims of race- and class-based privilege (and possibly litigation too but let's not find out, yes?) winning the day.

It is a dangerous precedent to send the message that "the wealthier areas can pay for improvements that they deem locally necessary" is an ugly message to send when building at a regional scale. Resist pressure from neighborhood and business groups who have only hyperlocal and parochial concerns at heart.

On the subject of Delridge station placement: Any station placement must be at or south of SW Andover Street, representing a positive outcome for riders. The Representative alignment should be modified to reflect this.

Notes for other parts of the transit system:

Stadium-area track re-alignments are difficult to understand and the operational impacts are unclear. Will both lines stop?

Chinatown/ID will become an important transfer point in the regional network and as such, ease of transfer is the top priority. That means no deep-mined stations, and 5th Avenue bored/cut-and-cover is the priority. Rebuilding the 4th Avenue S Viaduct is out of scope for Sound Transit.

Elevated alignments along 15th Ave W in Smith Cove and Interbay are preferred. The preferred stations should be Smith Cove at Prospect Street (Elevated) and Interbay at 15th Ave W and Dravus Street.

In Ballard, any alignment to place a station on 15th Ave NE is preferable because of proximity to the existing urban village and future expandability north towards Crown Hill, Greenwood, and Northgate. If the only options to place a station on 15th Ave NE are via a tunnel or a movable bridge, the best operational outcome is a tunnel. Thus, unlike West Seattle, this tunnel IS worth paying for and would be money well spent. (This is likely to satisfy additional maritime stakeholders in the area as well.) It is disappointing that a combination replacement bridge for the Ballard Bridge was never seriously considered or advanced.

Please take care to note that the best decisions are made when the interests of riders at a regional level are promoted above all other concerns.

Communication ID: 342146

Name: Preston Sahabu

Comment:

Of the alignments presented, none of the three stands out clearly above the others, especially given the increased costs of the elevated and tunneled alternatives. However there are pieces of each that could contribute to a solid alternative near the cost of the Representative Alignment:

In West Seattle, the Representative Alignment makes the most sense, minimizing land takings and reducing the visual impact of the rail without spending huge sums on a tunnel. Some minor tweaks should be made to the stations, with the Delridge station located where it is in the Elevated alignment for a better walkshed, and the Avalon station bridging Fauntleroy for superior pedestrian access.

For crossing the Duwamish, the South crossing makes the most sense, steering clear of the Port while also costing less.

Through SODO, the light rail should be put at-grade. It improves reliability by removing grade crossings for all lines, has superior stations for transferring, and is cheaper than the Representative Alignment.

In Chinatown, the 5th Avenue cut-and-cover from the Elevated alternative makes the most sense, ideally in a three-platform setup with the current station for high quality light rail transfers. While the impact on local businesses will be significant, it is cheaper to give them direct financial support than construct around them, and this 5th Avenue cut-and-cover should have less of an impact than the one proposed in the Representative Alignment.

Through downtown Seattle and South Lake Union, the 5th Avenue alignment from the Tunneled alternative should be used. The Westlake station is better located for transfers to today's Westlake, the Denny station properly serves Denny Triangle, the SLU station at Harrison is better for bus connections, and the Queen Anne station is located right next to the arena, all for the same cost as the Representative Alignment.

In Interbay, only the Representative Alignment has the ideal mix of stations. Expedia commuters at Prospect are much more reliable than cruise ship tourists at Galer, while Dravus serves both sides of 15th instead of the industrial pocket around Thorndyke. If stations could be located at Prospect and Dravus while placing tracks in the BNSF right of way, that would be ideal, but better stations should be prioritized.

Finally in Ballard, the Representative Alignment is the best of what is presented, with an infrequently opening bridge providing the best station access closest to the existing urban village. A station on 14th Avenue is clearly inferior to 15th, as it puts most of the Ballard urban village out of the station's walkshed while making bus transfers more difficult. If additional funding is available from the Port or another source, a tunnel to 17th or 20th Avenue or a high fixed bridge on 15th would be better than the Representative Alignment.

Communication ID: 342147

Name: Martin Pagel

Comment:

West-Seattle: Elevated station along 41st (42nd) makes the most sense as it allows simple expansion further South, no need for tunnel.

IntlDistrict: A shallow tunnel would help getting in and out quickly or to switch to current Link line.

Ballard: It seems a high cable stayed bridge is the best tradeoff between operational needs and cost. I don't understand however why it needs to run along 14th, that will make further North expansion difficult. Why not have fewer posts to minimize port disruption but run along car bridge on either side? If station would be on right over 15th&Market, bus and pedestrian access would be great as people could exit on either side of Market.

Communication ID: 342148

Name: Jennifer Buchanan

Comment:

Preserve the character of West Seattle and keep the WS link underground. This is very much a suburb with walking neighborhoods and a lot of older gems of early Seattle architecture. Don't destroy the WS vibe with an above ground noisy elevated train. I'd rather not have a train if it means adding that eyesore to our neighborhood. I lived adjacent to the CC stop and I can tell you it is really loud. The current plan also has the train stop at two schools - seems like an odd decision.

Communication ID: 342149

Name: Fred Ballyns

Comment:

Might be able to work faster, cut costs and reduce number of homes destroyed by doing cut and over approach through parks, woods, golf courses and lower usage roads. Some options: cut diagonally through dragon fly pavilion park, cutting through part of the golf course to connect directly to Alaska, connect to 44th / Edmunds by tearing up Edmunds since it has less traffic than Alaska.

Communication ID: 342150

Name: Matt Drake

Comment:

With respect to West Seattle Junction, if the track is to be elevated, I feel leveraging the existing Fauntleroy Way and SW Alaska Street thoroughfare to lay tracks is a far superior option.

The new "alternative plan" plows through the existing neighborhood while not only demolishing all homes in it's path, but also leaving a disconnected neighborhood in its wake for the homes that are spared.

Overlying the track atop existing roads to any and all extent possible is a far superior option in my opinion. Let's preserve existing neighborhoods while allowing many more houses to be built there (up zone) vs. bulldozing.

Appreciate the forum to provide feedback.

-Matt

Communication ID: 342151

Name: Romain Seguy

Comment:

I strongly oppose any elevated solution in any dense neighborhood, and particularly the one I live in, West Seattle. All the proposed elevated alternatives will create deep scars in West Seattle, which will be visible as soon you enter the neighborhood, and which will go through major places (the Junction, etc.). These scars will split the subdivisions in West Seattle apart instead of joining them together.

It took 66 years for the city of Seattle to finally get rid of the Alaskan way viaduct, which is similar in ugliness, and the same will have to happen sooner in later if an elevated rail line is built.

It's time for the city of Seattle to embrase the early XXth century (yes, the twentieth century) and to do as major cities throughout the world did at that time: Build a subterranean subway. Paris, London, Budapest, and many other cities did it 100+ years ago. Why not Seattle now?

Let's not forget that Seattle is earthquake-prone, and that tunnels are more resistant to earthquakes. The additional dollars spent building a tunnel will definitely be recovered on the long run when an earthquake happens (and it will happen).

Finally, I ask that if no tunnel can be built because of the cost, then to build more

dedicated bus lanes and improve the bus service in West Seattle. This will be less costly than an elevated rail line, more practical, and will definitely not scar the urban landscape.

Communication ID: 342152

Name: Keith Hall

Comment:

Your presentation of scoping materials to the public is pretty terrible.

It's a little hard to comment on a shortlist of alternatives that are not well defined and are very poorly explained on your web page. There are no order-of-magnitude costs and no way to zoom in to even 5% level design details. There are no details on station concept designs, bus-rail integration, property acquisitions, etc. There is no discussion on how elevated options will impact existing properties. Likewise, there is no meaningful discussion on environmental impacts, which is the primary purpose of a scoping meeting. This is the same 30,000 foot view of the project that was offered in the referendum; surely, a little more work has been done since then?

If the proposal is generally to cut across West Seattle from east to west, why couldn't the alignment go further south into SoDO, then turn and make a straight line to the west to minimize crossing elevations over the ship channel crossings and wonky stations-on-curves on the tunnel alignment? It may be difficult, but at least show why it's not feasible in the documents.

The north Delridge alignment offers the only opportunity for this area to build a mixed-use destination, but it looks like Sound Transit will just plow through and destroy what little non-residential uses there are in this neighborhood on the

west side of Delridge Way. There is a mixed-use opportunity (potentially with affordable housing), but there is no discussion of this.

The maps make it appear that Sound Transit will take part of the City-owned public golf course. What impact will this have? Sound Transit may as well admit that the route and topography will require at least some underground portion of rail. It's rather idiotic to pretend that the owners of new townhouses won't mind living under a guideway. It's not my house, so I don't mind, but I'm sure those affected won't be too happy. You'd think this would be a topic to be addressed in the alternatives, but you just say that 4(f) alternatives "may require an avoidance alternative" (seriously, how many years of planning did it take to reach this conclusion?).

The only mention of bus-rail transfers are on the downtown alignments, but all three West Seattle stations need to have good bus-rail transfers. Most residents of West Seattle will reach the three stations by bus; yet, there is no mention of how Sound Transit will design stations to create effective bus-to-rail transfers (this has never been done before in Seattle, but please, start designing good bus-rail stations now). At Alaska Junction, the westernmost alignment is the only option to create a good bus-rail interface (redeveloping the surface parking area, an area that provides a mixed-use, parking, bus-rail exchange, affordable housing opportunity... but again, Sound Transit isn't thinking about how its infrastructure affect places).

Communication ID: 342154

Name: Leah Missik

Comment:

How quickly new Light Rail stops can be built matters. We have a limited time to mitigate climate change and new transit option will help with that. The timeline should be taken into consideration, as well as ease of access and connections to other modes of transit.

Communication ID: 342156

Name: Chris Langeler

Comment:

Writing to ask that the impact on the Delridge neighborhoods not be forgotten as you make your choice.

This is a neighborhood that is constantly overlooked and ignored in public policy decisions. It's an area ready and eager for economic development and improved transit options--both of which could be spurred by making the Delridge stop more easily accessible and siting it where you could spark transit-oriented development that would benefit the residents.

Please bring the Delridge stop up to Genessee. There's an amazing opportunity to spark growth in a place that wants and needs it, rather than just adding growth incentives to places that are already booming (the WS Junction). I want the line to serve dense areas, but that leaves out a big equity opportunity if considered in a vacuum.

Communication ID: 342157

Name: David Somers

Comment:

My comments are actually questions I hope you will be able to address at the West Seattle meeting. Thanks for the opportunity to attend this by the way.

1st. What is the definition of a "portal" please? I did not see the definition in the alternatives.

2nd. When you say elevated sections, do you mean they are running at ground level? Or will they be elevated fully off the ground, bypassing existing properties except where stantions are needed?

3rd. I see no reference to parking in the West Seattle terminus' in any alternative? How will commuter parking be dealt with please? Currently, none of our bus routes has any type of commuter parking available than on street. Buses will be a prime means for people to reach the LRT stations. But many will also need to drive there. In any case, people will need to reach either bus stops or the LRT stations and if they have to drive they need to park. Street Parking is not an option in most places.

Thanks! Looking forward to the meeting and hearing more about this project. I hope it is an excellent meeting for all!

Communication ID: 342158

Name: Don Brubeck

Comment:

Under Transportation, the EIS should consider:

Impact on existing and planned bike routes identified in the Seattle Bicycle Master Plan.

In particular, study the impacts upon the SODO E-3 Busway Trail, the West Seattle Bridge trail, the Alki Trail, the SDOT Fauntleroy Boulevard Project, the Delridge-Highland Park Neighborhood Greenway; the 26th Avenue SW Neighborhood Greenway, and the Delridge Multimodal Corridor Project. The EIS should consider short term construction impacts and long term permanent impacts upon bike facilities.

Communication ID: 342159

Name: Don Brubeck

Comment:

In the Transportation category,

The EIS should consider the impacts of each alternative upon time and effort required to walk or bike to transit stops (bus and light rail). The analysis should include a race and social justice comparison of the alternatives using latest census demographics.

Communication ID: 342160

Name: Don Brubeck

Comment:

In the Economics category, the EIS should study the impact of the cost/benefit of each alternative, including the no-build alternative. Costs and benefits analysis should include tax burden,

transit ridership cost per trip and cost per rider-mile,

time per trip,

and Impact of each ST3 option on public funding resources (taxes) available for other city and regional transportation needs.

Communication ID: 342161

Name: Don Brubeck

Comment:

In the Economics category, the EIS should study the Impact of each ST3 option on the economic viability of Urban Village commercial/mixed-use areas.

Communication ID: 342162

Name: Don Brubeck

Comment:

in the "Acquisitions, Displacements and Relocations" category, the EIS should study the impact on residential and commercial rents and land values within a reasonable walking distance of the station locations for each alternative. This should include a race and social justice analysis for impact upon people of color and low incomes.

Communication ID: 342163

Name: Peter Barrett

Comment:

I strongly prefer the tunnel option into West Seattle. I recognize that this would cost significantly more but think long-term this is a great investment. The Junction is such a charming and unique neighborhood that it'd be a shame to have overhead tracks coming right up Alaska.

Communication ID: 342164

Name: Alex Siwiec

Comment:

Regarding the West Seattle junction station placement, I am hoping that one of the options EAST of California Ave is chosen. Our zoning and recent construction has led to tons of new density (huge apartment buildings) between California and 35th, so that is where the station needs to be. Putting the station in the lower density zone west of California (44th) would be a waste.

Communication ID: 342165

Name: Paul Damoth

Comment:

I would like to back the complete tunnel option. The elevated option would destroy the character of West Seattle. The noise from the trains would add to an already noise dense area. Both of the elevated options would add to delivery issues in and around the Junction core.

Communication ID: 342166

Name: lloyd low

Comment:

I think overall this is great and much needed.

As for the stops along Elliott, I believe we may want to consider one additional stop just at the portal where Republican and Elliott intersect or maybe ideally move that portal a little further south/southwest. While I agree that having a station near Expedia's new campus makes sense, there are a large number of workers/future riders in the buildings clustered near Elliott/Western/Denny intersection. Martin Selig has 5-6 office buildings nearby, the former F5 campus has a 3 building campus, 101 Elliott (former Seattle PI) building, Zulily HQ's, Northwest Worklofts, and the Sculpture Park are

all clustered tightly in that area. Several thousand workers and a lot of nearby residents would utilize light rail if the stop were there. I find it highly unlikely people would take light rail to the Expedia campus and then hop a bus for a 2 minute ride to get to that same area. The walk- especially in winter- is too long. Those are long blocks with cars zipping by at high speeds- not very pedestrian friendly.

Communication ID: 342167

Name: Wendy Scherer

Comment:

I commute to Ballard 5 days a week for work and I support the expansion of mass transit. I am well aware of the challenges involved in managing a commute in a rapidly-growing King County. However this plan for the West Seattle track is not what was originally promised, and not what I voted for. I bought my home in 2003 on 40th Avenue between Oregon and Genesee after the birth of my two kids. I was happy to be buying into the Alaska Junction neighborhood and all it had to offer with small business, grocery store, restaurants and more and felt lucky to have found this amazing place to raise my family. Back then it looked quite a bit different and reminded me fondly of my hometown of Missoula, Montana.

My neighborhood looks quite a bit different today and I am aware I live in an area of increased density, but the 4400 block is still comprised of single family homes and we are a connected group of homeowners who look out for one another's kids, pets, and mail. We have block parties for Night Out, we share beers, garden tools, and most recently snow shovels.

The newly drawn map of the elevated tracks is gutting my block and beyond. The entire line is destroying far more homes than the planned track aligned to the arterials originally suggested. I don't think this is a reasonable or appropriate plan for our neighborhood moving forward. The beauty, character, and health of this community are very important to me. My kids are teens now and one is already attending Seattle Central College. He will likely continue to live at home during his college years and possibly beyond due to rising rents throughout King County. So, this home will continue to be a family home for many more years and we all hope to remain members of this community we've come to love.

Please reconsider the alternative elevated track plan that decimates my block as well as all the others along this primarily residential strip from the Duwasmish all the way up to the Junction.

Wendy

Communication ID: 342168

Name: Sharon Price

Comment:

West Seattle Delridge Area:

As a person living in the furthest north house on 22nd Ave SW, my husband and neighbors on 22nd and 23rd share my concern that our neighborhood would be damaged with the tall rail looming overhead and it's noise and blocking views issues.

At the last W. Seattle meeting when we broke up into table groups, our table came to consensus that the 2 tunnel idea into W Sea. was the best choice. At our table was a woman representing The Port, and she said that the Puget Ridge tunnel was The Port's first choice because it was the least disruptive to them, and that engineering was listed as an expensive negative to that option BUT The Port would help with that.

Keep in mind that wrapping around the north end of that ridge, Pigeon Point, would:

a. be costly to engineer according to the surveyors, as the hillside is very steep

b. destroy the native greenbelt and probably much of the popular bike trail and sidewalk connecting the W. Sea. Bridge

c. maybe take out houses and at least damage our nice neighborhood with the overhead track and it's noise and potential to block views

d. possibly damage our Welcome to Pigeon Point park that our neighborhood built with a city grant

e. take space for an unnecessary station where we already have 4 buses close by and a Rapid Ride coming

A tunnel through the Puget Ridge greenbelt would not take out houses or damage a neighborhood---and The Port's rep said it was their first choice.

What has happened that the 2 tunnel idea into West Seattle is no longer listed as an option?

Communication ID: 342169

Name: Keith Kyle

Comment:

Ballard: Include a Fixed Bridge Crossing at 14th NW with a 15th NW elevated station.

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options.

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel.

Midtown: 5th Avenue Alignment and study pedestrian access for high/low options.

SLU: Harrison is the best for transit and non motorized access.

Denny: Station oriented mostly south of Denny best for walkshed with Harrison.

Westlake: The best possible transfer environment for riders should advance.

Smith Cove: Galer best presented. Helix as high end only if Expedia intends to fund.

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations.

Expansion: New tunnel must be built assuming future Aurora and Madison expansion.

Communication ID: 342170

Name: Anonymous

Comment:

If we want to encourage people to use transit, we need to make sure the stations are surrounded with the sorts of amenities people need on their way to and from work. Grocery stores and other retail, for example, should be planned around or as part of the stations themselves. A station shouldn't be a standalone thing, it should be part of a vibrant community.

Communication ID: 342171

Name: Damon May

Comment:

Placing the Ballard station east of 15th is irresponsible. It may save money and hassle, but a station east of 14th doesn't serve the Ballard community. Instead, it attempts to reengineer Ballard, moving the population center toward what is now a lightly-populated area.

Don't make Ballard suffer frustration and sprawl for a hundred years in order to save money now. Do light rail right.

Communication ID: 342172

Name: Milton Horst

Comment:

We need an underground station in the West Seattle Junction. This fast-growing, high-density mixed residential/commercial neighborhood will have its quality of life severely damaged by elevated light rail tracks and station. The Beacon Hill station was an elegant solution for a neighborhood of similar topography.

Communication ID: 342174

Name: Michael Phelps

Comment:

For West Seattle I prefer the tunnel option because it maintains the neighborhood character of one of Seattle's densely populated areas. The Junction and Triangle areas in West Seattle are neighborhoods, not transit corridors and the rails and stations 100-150' in the air will block light and create unsightly and unsafe areas for pedestrians and increase noise levels for residents. I'd suggest funding any additional cost using a tax assessment on property owners in West Seattle

similar to what was done on the waterfront. This is fari because property owners will see increased property value from easier transit and accessibility that at the same time does not make the neighborhood unpleasant.

Communication ID: 342179

Name: James Pasko

Comment:

Ballard:

Include a fixed bridge crossing with a 15th Ave NW elevated station. The station should have pedestrian access to the west side of 15th Ave NW. Alternatively, convert the representative alignment to a higher fixed bridge.

Easy pedestrian access to the business district west of 15th Ave NW is the most important consideration.

West Seattle:

Do not spend exorbitant amounts of money to bury the line at the request of wealthy residents. An elevated line should be the only option.

Finally:

Consider future expansion plans when building stations. In particular, build the Ballard station to accommodate a future Ballard/UW east-west route.

Communication ID: 342190

Name: Lucas Simons

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342193

Name: Samuel Garcia-Birginal

Comment:

The proposed options need to be best for transferring riders. At the international district and westlake, deep mined stations that require an elevator ride for everyone to reach the other platform shouldn't even be considered. Short quick transfers will be important to make the system useful and worthwhile for the next 100 years.

Ballard: No drawbridge. Station should be above 15th with access to both sides of the street. If done as a tunnel, should be similar to capital hill station, but accessible from all 4 corners

Communication ID: 342196

Name: Jonah Griffith

Comment:

Please make a Sound decision and move the completion date up by as many years as possible. Ballard in 2030ish Sounds ridiculous! I will have waited 20 years for this!

Communication ID: 342198

Name: Gary Simonson

Comment:

A Ballard station on 14th is unacceptable - that basically places the station in West Woodland when we were promised a station in Ballard proper as part of the ST3 ballot measure. 15th is the furthest East that a station can be located and still be considered Ballard. The distance between 14th and 15th is 650 feet, which is actually more like 3 standard blocks.

I understand there are other considerations but if we are not building this to be beneficial for users of the system, then why are we building it? I personally don't care where the actual crossing is and don't feel that strongly in opposition to a drawbridge. But if the station is not on 15th (or West of it) then the station will not properly serve Ballard for those wishing to visit the neighborhood or for residents, and that's a huge problem.

Communication ID: 342199

Name: Michael Ihlenfeldt

Comment:

As a hockey fan, I support the Republican stop options for this line. Please have the stop as close as possible to the new key arena!

Communication ID: 342200

Name: Cameron Sparr

Comment:

Relating to the Ballard alignment: A movable tunnel over Salmon Bay and a station at 14th NW are not good options.

A movable tunnel is a very permanent and durable structure that will affect the reliability and timeliness of public transit to NW Seattle for many generations to come. Not having a movable tunnel makes taking light-rail more desirable vs. driving over the Ballard Bridge, and will encourage future generations to opt for a more sustainable transit option.

Putting the station at 14th NW is not a good option because it doesn't serve well people who live west of 15th. 15th is a major road and is very difficult and intimidating to cross for pedestrians and cyclists living on either side of it. Additionally, almost everyone coming to visit Ballard would have to cross 15th to get to the center of Old Ballard.

Putting the station at 15th NW serves people who live both East and West of 15th, and it also serves well people using LINK to visit Ballard.

Communication ID: 342210

Name: Leif Espelund

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342213

Name: Trevor Reed

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low-cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non-motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342214

Name: Tom Griga

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342225

Name: Joe Kunzler

Comment:

I fully endorse the Seattle Subway recommendations, and hope the Ballard alignment is prioritized over West Seattle please.

Also needing prioritization: More dense housing in Ballard.

Communication ID: 342226

Name: Andrew Zellman

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station. This seems like the best compromise between usability and cost. Tunnel is still better than movable bridge.

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options.

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel. Not worth $700M for no change in usability. Prefer yellow option for future expansion to the south.

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access. SLU Station should accommodate future line headed north along Aurora.

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel MUST be built assuming future Aurora and Madison expansion

Communication ID: 342228

Name: Ted Young

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342235

Name: Loren Isaac

Comment:

Unless alternative funding appears in addition to what is available, it makes sense to do a high level bridge from Ballard to Interbay. A tunnel would be too expensive and a drawbridge is counterproductive to the concept of rapid transit.

Both lines need to be built to accommodate future expansion from Ballard to Northgate and on to Lake CIty and Kenmore and from West Seattle Junction to White Center and later to Burien. Accommodation for a Ballard to Magnuson Park line should be made in the design of the Ballard station.

Communication ID: 342236

Name: Colin Miller

Comment:

ID/SODO: Please drop the mined/deep bore ID station ideas. These alternatives would not significantly mitigate temporary construction impacts in the neighborhood yet would saddle the neighborhood and all riders with a terrible station entry/transfer experience for several generations, long after everyone who ever experienced construction

impacts is dead. Please include variations of a cut/cover 5th Ave station for high and low cost options. The temporary construction impacts are worth it for significantly improved station access and transfer experiences.

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station.

West Seattle: Please study multiple affordable options with south rail bridge instead of a tunnel.

Midtown: Please study a 5th Avenue alignment and pedestrian access alternatives for high/low options.

SLU: Harrison is the best for transit and non motorized access.

Denny: Please study a station oriented mostly south of Denny for the best walkshed with a Harrison station.

Westlake: The best possible transfer environment for riders should advance.

Seattle Center: Please study a Republican station for both high and low cost options.

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund.

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations.

Please consider expansion opportunities in the analysis. The new line must be built assuming future expansion.

Communication ID: 342239

Name: Michelle Burce

Comment:

I want to endorse all of the Seattle Subway recommendations, and add my voice to those. These are consistent with my opinions.

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342240

Name: Joshua Newman

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342245

Name: Liam Tevlin

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non motorized access

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342254

Name: Erik Blazing

Comment:

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station. It is imperative that the Ballard station be on or west of 15th; a 14th Ave station would be an incalculable detriment to the future success the entire line.

ID/SODO: Include variations of a cut/cover 5th for both high and low cost options

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel

Midtown: 5th Avenue alignment and study pedestrian access for high/low options

SLU: Harrison is the best for transit and non-motorized access

Denny: A station oriented mostly south of Denny, but with pedestrian access from the north side of Denny (without having to cross the street at the crosswalk) is best for walkshed, especially when combined with an SLU station at Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for high/low options

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342263

Name: Anonymous

Comment:

Ballard: 15th NW station, please. The 14th NW option doesn't make any sense for connectivity for pedestrians, bikes, or transit.

ID/SODO: Cut/cover for 5th

West Seattle: Tunnel makes absolutely no sense and is a huge waste of money without a lot of benefit. Bridge, please!

Midtown: 5th Avenue alignment for better future connectivity.

SLU: Harrison is the best option for transit connections, and for people walking and biking.

Denny: Station oriented mostly south of Denny best for walkshed with Harrison

Westlake: The best possible transfer environment for riders should advance

Seattle Center: Republican station for easy access to Key Arena (and avoids mess on Mercer)

Smith Cove: Galer is best presented. Helix option only makes sense if Expedia intends to fund it.

Interbay: Dravus alignment west of 15th with BNSF-adjacent variations

Expansion: New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342268

Name: Steven Townsend

Comment:

Hello,

I am an architect and West Seattle Resident, and I urge Sound Transit to consider the tunnel option and below grade stations for the West Seattle Extensions. The elevated track here will forever alter the character of the neighborhood, which has thrived since its founding, and is one of the few neighborhoods in Seattle which retains that original Seattle charm. It is a historically demonstrated fact that elevated corridors DIVIDE neighborhoods and create barriers - see the cross bonx expressway in New York or the 95 viaduct in Boston - which I might add has been corrected with a more massive investment than the initial construction. At a time when all of these large cities are recognizing the mistakes of urban planning of the 60's and 70's, we do not need to fall into those same outdated dogmas of urban planning.

Understanding that this course will require more investment (financial and time) it is an investment we cannot afford to pass up. We have an opportunity to get this transit system right, and not look back on it 15 years after it is completed and wonder why we didn't do the right thing when the opportunity was afforded to us.

Having lived in ballard, there is a better opportunity there to have an elevated or on grade track, particularly utilizing the industrial corridor on 14th ave - a unique situation which does not exist in West Seattle due to the lack of industry. If an elevated track is required, I hope that at least the organization will finalize on an option that allows for future extensions rather than choose a short sighted and financially 'easy' answer to this problem.

Do the right thing and retain West Seattle's character and cohesiveness by building a tunnel.

Communication ID: 342276

Name: Mark Krzysztopk

Comment:

In general, making sacrifices in certain locations to save cost which could be used to offset more expensive options in other locations should be a priority. These evaluations and choices should be made considering the system as a whole, rather than at specific alignments locations. I'm sure you are already doing this. Please also consider the feasibility of system expansion in the future, in your decisions for which alignments to study further.

Ballard - Please include a tunnel option and a fixed bridge option with an elevated station on 15th.

West Seattle - Consider multiple options with a south rail bridge.

Communication ID: 342281

Name: Larry Scheib

Comment:

Dear Sir/Madam:

My main concerns regarding ST3 are:

ID tunnel along 4th Ave should consider future connectivity to High Speed Rail located at King. HSR will add an exceptional demand component to the ID stations.

2) When considering the cost of a 4th Ave ID tunnel, please remember to emphasize that ID stations have value beyond a single subarea but are of tri-county significance.

3) Denver did a wonderful thing with their Union Station and the integration ofrestaurants, hotels and etc. Why can't ST make King and Union stations more welcoming and integrated?

Thank you for reading my concerns,

Larry Scheib

Communication ID: 342282

Name: Keith Hall

Comment:

Comments - Scoping Meeting

I spotted your wet and soggy sign on my dog walk this morning, and I went to the website to comment. However, I'm not sure that the webform actually worked, so I'm sending a copy of my comments to you. In order to comment, I had to go through some rather weird gyrations to read the dispersed, text-heavy material in combination with the pretty vague graphics in a meaningful way. Then the comment form culminates in a picture-verify scheme that appears to work but doesn't give a confirmation. This really isn't a good way to solicit feedback from a community.

Your presentation of scoping materials to the public is pretty terrible.

It's a little hard to comment on a shortlist of alternatives that are not well defined and not well explained on your web page. There are no order-of-magnitude costs and no way to zoom in to even 5% level design details. There are no details on station concept designs, bus-rail integration, property acquisitions, etc. There is no discussion on how elevated options will impact existing properties (especially the newly-built ones). Likewise, there is no meaningful discussion on environmental impacts (notably parks and waterways), which is the primary purpose of a scoping meeting. This is the same 30,000 foot view of the project that was offered in the referendum; surely, a little more work has been done since then?

If the proposal is generally to cut across West Seattle from east to west, why couldn't the alignment go further south into SoDo, then turn and make a straight line to the west to minimize crossing elevations over the ship channel

crossings and wonky stations-on-curves on the tunnel alignment? It would be difficult, but at least show why it's not feasible in the documents (is it more difficult than the current proposed alignment?).

The north Delridge alignment offers the only opportunity for this area to build a mixed-use destination, but it looks like Sound Transit will just plow through and destroy what little non-residential uses there are in this neighborhood on the west side of Delridge Way. There is a mixed-use opportunity (potentially with affordable housing), but there is no discussion of this. It's hard to make meaningful comments when the most detail we have is a round dot where a station is proposed (I'm pretty sure your stations won't be round, and they will be a lot longer than the dot implies on the maps).

The maps make it appear that Sound Transit will take part of the City-owned public golf course. What impact will this have? Sound Transit may as well admit that the route and topography will require at least some underground portion of rail instead of pretending that "it's an option to be funded by the city at the city's discretion" (this is very disingenuous of Sound Transit). It's rather idiotic to pretend that the owners of new townhouses won't mind living under a guideway. It's not my house, so I don't mind, but I'm sure those affected won't be too happy. It's also unrealistic to tear through a neighborhood (as WSDOT did with freeways) and think that communities will just sit back and accept the damage. You'd think this would be a topic to be addressed in the alternatives, but you just say that 4(f) alternatives "may require an avoidance alternative" (seriously, how many years of planning did it take to reach this conclusion?).

The only mention of bus-rail transfers are on the downtown alignments, but all three West Seattle stations need to have good bus-rail transfers (believe it or not, there are bus routes in West Seattle). Most residents of West Seattle will reach the three stations by bus; yet, there is no mention of how Sound Transit will design stations to create effective bus-to-rail transfers (this has never been done before in Seattle, but please, start designing good bus-rail stations for this project). At Alaska Junction, the westernmost alignment is the only option to create a good bus-rail interface (redeveloping the surface parking area, an area that provides a mixed-use, parking, bus-rail exchange, affordable housing opportunity... but again, Sound Transit isn't thinking about how its infrastructure affect places).

Communication ID: 342283

Name: Bri'anna Smith, Andrew Smith

Comment:

Hello,

As you know, the current routing options for the new link light rail track and station will wipe out our home and the many others in our neighborhood forever changing the face of North Delridge. This was the saddest news we heard over our winter break. Dennis Noland, our neighbor and neighborhood advocate, knocked on doors to notify all of us when Sound Transit had failed to do so. We, as a family, choose to abstain from all social media (hard but not impossible with a 17 year old girl in the house!), we do not belong to any neighborhood apps, have packed schedules with extracurriculars and school clubs so we are unable to attend neighborhood council meetings, and were out of town during the neighborhood Delridge Day celebration. Apparently, these are the veins that most people have been staying informed. However, I do not place the blame nor point the finger at any of them when it is the responsibility of Sound Transit to inform the public of future plans. I do not feel like we have been given ample time to fight for our amazing little neighborhood when we are almost at crunch time. This planning phase, as it stands, will replace our Youngstown neighborhood of approximately 75 homes and is set to destroy our home and neighborhood that has been thriving for years.

We are just one family with one story, but there are so many other families that call this place home. Matt has been a staple in the neighborhood, living in the very first home built in Youngstown and holding down the corner of 25th and

Dakota with guitar playing on sunny spring and summer evenings...Chris and Karoline have been feeding the neighborhood cats and teaching the kids the importance of learning an instrument, bike helmets, and playing outdoors....Theresa blesses everyone with her eccentric and spontaneous plastic turkey on her flag pole and beautiful artwork...Bill and Cathy reminisce about their glory days of bowling with my avid and college bound bowler... babies have been born, fresh eggs have been shared, holidays, birthdays, and anniversaries celebrated, and the people in this neighborhood have shared in all of this goodness TOGETHER. We are truly a great group of neighbors that encourage each other and support each other the way that neighbors should. As a young family, we have not always had this experience.

We are the Smith family. Andy and I were married young. We had our first child young. He went to art school and I went to Seattle Central. We moved to West Seattle and lived in terrible apartments trying to stay afloat and never ever were able to connect with the people around us. That all changed when we moved to 25th Ave SW. My husband and I purchased our first home (4102 25th Ave SW) in 2011 as part of a first-time home buyers grant through the City of Seattle. There is NO way we would have been able to do it without the help of this grant. We are a family of four. My husband worked full-time, while I was a stay-at-home mom for the first 6 years of my girls' lives. Currently, I work part-time with Seattle Public Schools at my youngest daughter's school in order to advocate for her. She is the only deaf/hard of hearing student at her school. Our oldest daughter is a junior at West Seattle High School and a Denny Middle School "graduate". We take full advantage of the 120 and 50 metro routes being so close to home as our primary school transportation, but these bus lines were not the only reason we decided to purchase our home on 25th Ave SW. We chose this home because of it's location. Plain and simple. It's proximity to the bus lines, the bridge, the community center, Longfellow Creek trails, the Duwamish River, the Delridge Deli Mart, and the skatepark. What we didn't expect to fall in love with is the people around us. We finally found the community and the trust in others we were looking for the minute we moved into this little place. We worked hard on our small footprint in the city to become one of the top 25 urban farms. Taking the reins of hosting a stop on the Seattle Tilth's Urban Farm Tour three years in a row. It brought those closest to us over and started a conversation about sustainability in West Seattle and right here on 25th. Unfortunately, our little homestead will be displaced from this little place we love to somewhere outside of the city because the housing market is way out of reach for us. We were able to buy when home prices were not as steep and combined with the help of the city. There is no way for us to stay in Seattle city limits. That means, our youngest daughter will not be able to finish out school in the only neighborhood she knows and our oldest will not be able to come home from college to the place she grew up in and remembers as "home". We will be displaced from a neighborhood we love. Light rail planning, as it stands, will upend our futures and our family and wreak havoc on the investment we have made in our home.

This is why we are not letting go of the idea of the tunnel option under Pigeon Point/Hill discussed in earlier design phases. It is one that has been taken off the table by the Sound Transit planning committees. This is the most sensible routing option and it would skirt our neighborhood and eliminate many of the routing difficulties of paralleling the West Seattle Freeway and the severe impacts on Delridge Way traffic, businesses, and homes. The light rail stations would straddle Delridge Way (allowing good traffic flow) and be in the preferred location for accessibility. If Sound Transit conducted a detailed cost-study, balancing the costs for the high-rise crossing of the Duwamish River, engineering and shoring up the point of Pigeon Point/Hill, the costs for the blending into the traffic lanes of north Delridge Way, and the costs of acquiring our residential properties and business properties versus the tunnel, the tunnel routing might be more attractive than originally thought. Plus, Sound Transit could avoid the negative impacts on residents' lives and the livelihood of existing north Delridge Way business owners and their employees. Nucor Steel and the Port of Seattle would welcome being blocks away from the construction zone without the guilt of having pushed the route away from them and onto an innocent group of neighborhood homeowners. There are other plausible routes in North Delridge that would minimize impacts on residential properties. One option might be routing through the north end of the Delridge Playfield; this would require legal work and cooperative efforts with the City of Seattle but seems to create less of an impact than wiping out an entire neighborhood.

I would like to thank you for your time and consideration on this ongoing decision making process. Thank you for allowing me and my neighbors to comment and voice our concerns to listening ears. We cannot go silently when we love and appreciate this area as much as we do. This Youngstown neighborhood is an example of everything the City of Seattle professes it wants...diversity of incomes, ethnicities, and ages; mixed and affordable housing; close-in to the city core; infill and increasing density; proximity to transit. It's craziness that this family neighborhood will be wiped out when this is exactly the type of neighborhood this light rail line is designed to serve! Please, please take a second to think twice about finalizing the route that demolishes our home and the homes of our neighbors. We love this place and hope you can see the value not only in a structure but in a community that has been nurtured for years.

Sincerely,

Andrew, Bri'Anna , Evan, and Matilde

4102 25th Ave SW

Communication ID: 342284

Name: Beth Nelson

Comment:

Please don't design any stations to be like Husky Stadium where a significant number of riders making bus transfers have to cross a busy, multi-lane street with long waits for the crosswalk signal. It's immensely frustrating, and people with other options are less likely to use transit as a result. Also, please build the stations where people will be most likely to use them, not where they're most "out of the way" from people who may have complaints about construction now.

Though not essential, it would be nice if the path the train took were designed to give passengers a nice view of Fisherman's terminal from the north, and colorful cranes and cargo containers from the south. I think it's nicer to introduce the city instead of burying the passengers who the service is supposed to be for underground.

Communication ID: 342285

Name: Tricia Demarest

Comment:

West Seattle needs underground station running from Junction to Avalon and only above ground away from residential areas. For example next to West Seattle bridge

Communication ID: 342287

Name: Bart Lilly

Comment:

Regardless of Port opposition, the Duwamish Crossing north of the WS Bridge should be given heavy consideration due to environmental impacts on the Duwamish Greenbelt and soil stability issues on the north end of Pigeon Point.

Pigeon Point hillside must be studied for stabilization requirements. The hill has had a number of historic landslides, and any construction on or near the hillside should include a retaining wall.

Tunneling into West Seattle, despite the cost, is the best long-term approach to this project. The residents of Capital Hill and other "high value" property areas avoided having an unsightly elevated track, the same should be done for West Seattle.

Communication ID: 342303

Name: Mark Dibble

Comment:

I am a 22 year Ballard resident. I have seen the city and Ballard grow and I am in favor of the density in concentrated areas which has supported additional new business and made Ballard one of the great urban neighborhoods of Seattle. I also am a strong proponent of light rail, knowing that public transportation is required for growth and that many of the large cities of the world have strong rail systems. I know the system is built once and can operate for 100+ years so it has to be built right.

I believe that a tunnel under the ship canal and subway station in Ballard (and West Seattle) is the right solution with a station under 15th. The EIS criteria include reliability, impact to business, noise, aesthetics , impact to shipping (transportation), seismic safety, pedestrian safety as considerations. The tunnel solutions will be significantly more reliable, have much less impact to business in the path of destruction for building an elevated rail, have less noise impact once operating, and have less impact aesthetically. A station under 15th will provide access to the urban hub core without having to cross 15th. Have you ever walked across 15th at a stoplight? The size of the roadway there is intimidating and potentially dangerous when you add hundreds more pedestrian crossings a day. A 15th street station is much better for public safety. Regarding noise and visual impact, I have seen the effect of the elevated tracks in Chicago, compared to the underground stations in the University District and Capitol Hill.

I recognize that the initial cost of tunneling in those sections of Ballard and West Seattle is greater. We have one chance to do this the right way for the next 100+ years. It is better to do it correctly now, even though it is more difficult. Bellevue had the same vision, we are in agreement with that approach. Thank you.

Mark Dibble

Communication ID: 342305

Name: Michael Roberto

Comment:

I think it's important to invest primarily in ways that increase ridership. A proposed alternative in West Seattle for a much more expensive tunnel path shows no projected increase in ridership for this alternative. We should use that

money to instead invest in future-proofing the lines, adding new stations, or in other alternatives that further increase ridership.

Communication ID: 342315

Name: Kevin Bostrom

Comment:

For the Ballard route, I prefer the tunnel option vs. the elevated option. Additionally, for any route selected, I prefer avoiding any/all surface street segments. The light rail is so slow to the airport because of the surface street segments, and there are car/rail collisions.

Communication ID: 342316

Name: Josh Jaffe

Comment:

It's essential that the Ballard section is underground to minimize transportation reliability impacts. This alignment needs to be on 15th Ave NW so it serves the community best and makes it easier to transfer to future expansions.

West Seattle in no way needs to be spending $700M+ on a tunnel. This neighborhood can best be served with elevated rail that was originally presented in the ST3 proposal. It is essential that Ballard receives whatever money is allocated for underground light rail and in no way should there be a West Seattle tunnel and not a Ballard tunnel.

Creating reliable and easy transfers should be one of the top priorities of the Downtown segment. I know when I'm trying to get to the Eastside from ID/Chinatown Station I don't want to be walking far distances and going up/down escalators. Same with Westlake Station, as it will become a huge transit hub and big transfer point.

Communication ID: 342318

Name: Jamie Ersbak

Comment:

Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

New tunnel must be built assuming future Aurora and Madison expansion

Station oriented mostly south of Denny best for walkshed with Harrison

5th Avenue alignment and study pedestrian access for high/low options

Communication ID: 342327

Name: Paula Wanska Smith

Comment:

Hello Sound Transit Project Team, ELG, and Scoping Committee:

On September 8th, 2018, I attended the West Seattle Neighborhood open house meeting discussing location and routes for the pending light rail station for the West Seattle line. I sent comments regarding the location options to the Sound Transit Project Team. (At the bottom of this email are the comments which I sent.) My specific concern, and that of many others, is the Oregon Street/Alaska Junction Elevated (orange line) and Tunnel (brown line) station, terminating at 44thAve SW and SW Edmunds.

Sound Transit published Elected Leadership Group Recommendations that coincide with many of the comments made by the West Seattle neighborhoods. The ELG recommended to "Do Not Carry Forward the Oregon Street/Alaska Junction station at 44th[orange and brown lines],"but rather to Carry Forward and "Explore Junction station location at 41st/42nd"[blue line]. West Seattle residents who I talked to were very relieved and happy to hear about the results.

I am resending my comments because of concerns about the location that have come to light. One concern is about comments made by Dow Constantine and Joe McDermott of the ELG. Per the West Seattle Blog, "It was reiterated here in response to a question that while 44th SW as a possible station location was thrown out by the SAG [Stakeholder Advisory Group] in September, the Elected Leadership Group subsequently decided it should be returned to the mix under consideration."

The reaction from residents in our neighborhood was_What is driving the decisions now made by our two elected officials, Joe McDermott and Dow Constantine?_They both live in the area and understand the reasoning for eliminating the 44thSW station location option; they ran for office with the promise of protecting and representing our community. Are they now spurning that community, who trusted them and put them into office, for their own future self-interests? Their decision to suddenly put the 44thSW location back on the table is counter-intuitive, and there is a sense that they are betraying their community.

We know that placing the station at 44thAve SW will not effectively serve the primary requirement of light rail transportation – to move people – and will have serious negative effects on the West Seattle Junction business and residential community:

There is no connection to the future bigger southbound transit requirements; any future development in that direction from 44thwould require a huge output of funds and destruction of neighborhoods

It will destroy parking for Alaska Junction businesses

It will destroy the special ambiance of the Alaska Junction as a gathering place and turn it into just another light rail station

The location will not effectively serve the transportation needs of the population it is intended to serve:

The masses of commuters live in the myriad of apartment complexes to the east of California.

More population-dense development is and will continue to the east of California.

Commuters who could easily jump on light rail if it is located on 42ndor on Fauntleroy, would have to trudge up hill to the more remote 44thSW location.

The station will not only serve commuters who live in West Seattle, but those who work at the many businesses in West Seattle and commute in. For example, Providence Mount St. Vincent at 35thSW and SW Edmunds is an established,

senior care living facility that provides transitional rehabilitation care, assisted living, skilled nursing, and day health care. An easily accessible light rail station east of California on 42ndor on Fauntleroy would efficiently serve not only their many employees, but also the volunteers, visitors, and other care community members who frequent the facility.

The population to the west of California is primarily single-family residences who do not constitute the majority of light rail users. Rather, many are families with children taking school buses, retired senior citizens who wish to continue to live in their own homes, or residents who have cars and garages who can choose to drive.

The Seattle City Council recently proposed future "upzoning" changes to increase density, a plan that is distressing for single family residents who have, over years of struggle, built their lives and homes here. However, their density map identifies zoning changes primarily east of California Ave which would not substantially affect the neighborhoods west of the Junction enough to justify a light rail station at 44thSW.

- And, the Seattle Times, Feb. 7th, reads, "Councilmember Lisa Herbold is championing amendments that would scale back upzones proposed for single-family blocks in West Seattle Junction." Livability concerns are important. A city is not just an entity for an ELG or City Council to manipulate; a city is composed of individuals and families whose lives and neighborhoods need to be honored and respected.

https://www.seattletimes.com/seattle-news/politics/city-council-members-seek-trims-to-seattles-plan-to-upzone-27-neighborhoods/

- Dow Constantine was quoted by the Northwest Prime Time publication, Jan. 2019, about a King County Seniors and Human Services Levy, stating that "Our local seniors built the cities and the communities we have today and deserve to live securely in those communities in retirement." Upzoning and disruption of neighborhoods by light rail development would not promote that sense of security.

Discussions and points made at the Sept. 8thneighborhood meeting, listed below from my previous email to Sound Transit, state sound reasons to permanently eliminate the 44thSW station location from the options on the table and locate the West Seattle light rail station east of California Ave SW.

Communication ID: 342328

Name: Debora Robinett

Comment:

We already have a housing shortage in our city and Sound Transit wants to eliminate countless single-family and multi-family units (as well as future construction) with an elevated rail into West Seattle? Both elevated lines are short-sighted options, ugly, and ruining an otherwise beautiful, historical, and growing neighborhood. Listen to Dow Constantine, King County Executive, and both our mayor and Elected Advisory Group Leaders. Find the funds and build a tunnel that will streamline service to West Seattle, maintain the beauty of the community, allow for future north-south alignments and the much-needed business and housing development on land that would otherwise be required for elevated rails and stations. Both of the elevated routes are disappointing proposals.

Debora Robinett

3202 SW Avalon Way

#402

Seattle, WA 98126

Sent fromMailfor Windows 10

Communication ID: 342330

Name: Dan T.A. Eisenberg

Comment:

I think it is really important for the Ballard station to allow people to easily exit onto the west side of 15th without having to cross 15th above ground since the vast majority of the business district of Ballard is west of 15th. Ideally the station would be situated to allow easy transfers to bus routes as well.

Communication ID: 342331

Name: Bill Korbonits

Comment:

As Jeanne Kohl-Welles mentioned in her Winter 2019 newsletter, I support the West Seattle to Ballard light rail option that runs west of 15th Avenue known as "West is Best".

This would preserve lanes on 15th for cars, buses, trucks, and bicycles.

Also it would serve more people in Magnolia more conveniently.

In the future an extension to Crown Hill and Northgate would be very useful.

Communication ID: 342334

Name: Glenn Laubaugh

Comment:

Please note I am not a Seattle resident, but wish to add my perspective of watching what TriMet has done in Portland, both mistakes and things that have worked. You may wish to weigh my feedback accordingly as I don't live in the area.

There are a number of powerful interests that seem to be pushing for a tunnel to Ballard. If a tunnel is going to be built into Ballard, there does not seem to be a particularly good reason to have the station around 15th and Market. It would be quite difficult to get into Ballard on an elevated structure, so I understand why 15th was chosen. However, if the expense of a tunnel is going to be added as an option, then the line really should go to a location closer to central Ballard, where there are more bus routes to connect to and the population and business center is more extensive. After Link arrives in Ballard, it is doubtful any bus routes will be going over the Ballard bridge. Metro's D line will probably be sent into Ballard to terminate anyway since that is where everyone is likely to want to go, so it doesn't seem like it would matter that much if this transfer happens at 20th or 15th. Transfers to and from the 40 become better there.

At Interbay, the station really needs to be as far west as possible and straddle Dravus. The bus routes in Magnolia would not be easily reconfigured to go east to 15th and then go back west into Magnolia. On the east side of 15th, however, King County Metro route 1 ends several blocks from 15th & Dravus. This means that if there are a number of passengers that want to get from that part of Queen Anne to the station at Dravus this route could just be extended a few blocks to the station. There is a lot less flexibility to do this with the buses in Magnolia. The bridge pillars on the Dravus bridge over the BNSF line mean that there is already a line in the yard where BNSF tracks don't exist, and it would be possible to use that space as part of an elevated structure.

Communication ID: 342356

Name: David Ginsberg

Comment:

For West Seattle, please work with the City and the Port to identify 3rd party funding for the tunnel option. In addition to being preferred by local residents and politicians this is by far the best option for future density in the West Seattle triangle and will permit better TOD in West Seattle. We are building for the future and for the future we want to see, let's do this right for those who will be living and riding here decades from now.

Communication ID: 342392

Name: Matthew Dockrey

Comment:

I feel the focus must be on creating a high quality system. This means optimizing pedestrian and transit access as well as making future expansion as easy as possible. Specifically, putting the Ballard station on 14th would be a terrible mistake, as would accepting any kind of drawbridge.

Communication ID: 342393

Name: Richard Martin

Comment:

In the past, proposed alignments in Ballard included extending the route to NW 85th Street. Given the City's proposal to increase housing density through rezoning, particularly in the Crown Hill neighborhood, Light Rail to NW 85th Street would likely increase ridership. Also, where possible, tunnels are preferred to reduce the impact to surface streets and neighborhoods.

Communication ID: 342400

Name: Derek Dexheimer

Comment:

Excellent work from SoundTransit. The following changes are intended in the spirit of making the system the best possible value for its users--its riders--while balancing costs.

Ballard:

A fixed bridge at 14th NW with a 15th NW station provides the most value to riders. A tunnel would be great, but looks like we can't depend on funding.

This is probably the top or #2 issue for the system as a whole. The station needs to be at 15th to connect Ballard in a solid, useable way.

ID/SODO:

A cut&cover tunnel along 5th is a headache but provides the most value for lowest cost

West Seattle:

I love tunnels, but I agree with others a tunnel is too expensive for the value attained, and seems to attract the most objection from the neighborhood. Instead, study multiple south rail bridge options. This is the #1 or #2 issue to get right.

Midtown:

A 5th Ave alignment provides the best rider value for transfers/pedestrian access

SLU:

Harrison St station gives biggest pedestrian wins

Denny:

Station south of Denny, assuming a Harrison St station, gives the most pedestrian access

Seattle Center:

Station at Republican Street avoids another Mercer mess and the greatest pedestrian access. Another top site to get right as this is a huge destination. This could be the city's Central Park in a decade.

Smith Cove:

Brown line station at Galer St. is the most cost effective option for pedestrian access

Interbay:

Move the Brown Line station to Dravus St. west of 17th

Communication ID: 342401

Name: Brennan Birch

Comment:

I don't care how the train gets to Ballard- be it by high bridge or tunnel- but absolutely not by a drawbridge that will delay train traffic, no matter Sound Transit's best intentions. Ballard needs a real grade-separated connection that is not impeded by crabbing boats, yachts, and pleasure craft.

And it absolutely must stop on 15th Avenue or further west. Routing Link through Ballard via 14th Avenue would be a colossally embarrassing mistake for Sound Transit to make. Even 15th is a long walk from the true center of Ballard, but it is a fair compromise. 14th is a nonstarter. 15th is a dangerous, high-traffic barrier between Ballard and the proposed station at 14th--it might as well be a wall or an interstate highway. I am appalled that Sound Transit is even presenting it as an option. It is a complete joke and an insult to the residents of Ballard. To run the train on 14th Avenue would be a slap in the face to a community that has long fought for transit access, and will receive it literally decades after every other part of the city is connected.

Communication ID: 342404

Name: Dawn Hemminger

Comment:

I like the Ballard option with a tunnel over Salmon Bay and a station at Market and 15th. It doesn't make sense to have a station at 14th and then have to walk to 15th to access the buses. Plus if you live west of 15th, you have to wait for a light at that intersection. The green option with the bascule bridge is intriguing, but I'd to know how often the bridge would go up for canal traffic. I didn't easily see how long it would take to get to/from downtown to Ballard for each option. I'm assuming there wouldn't be significant difference?

Communication ID: 342405

Name: Jesse Simpson

Comment:

Hello,

Thank you for this opportunity to share my comments and I hope you find them helpful. In general, I think the Representative Alignment is the best option among the final alternatives proposed. It costs much less than the tunneled alternative and, with some exceptions, provides superior station locations relative to either alternative. I'm disappointed by how this alternative selection process has prioritized the voices of stakeholders seeking to minimize aesthetic and construction impacts over the consideration of the usefulness of light rail stations to future riders. I hope the final design

selection process results in station designs that are the closest to centers of activity, allow for seamless bus-rail connections, and create convenient light rail transfers.

Some station-specific notes moving from south to north:

I support the Representative Alternative for the Junction station, as it seems to require fewer acquisition and demolitions than the Elevated Alternative Alignment and would be much cheaper than the tunneled option. I grew up in West Seattle and think an elevated train is fine. Fauntleroy and Alaska St are already large-scale arterials and aesthetics are a poor reason to spend an additional ~$700 million. I think we also need to interrogate this notion that the West Seattle line is going to be extended to the south anytime in the near future. Based on the community pushback over the elevated station on Alaska St, I find it hard to believe that an elevated extension on California Ave or 41st St (a narrow residential street!) would be accepted. And given the relatively low density of West Seattle, I doubt that a full subway extension would be justified based on cost relative to ridership.

The Delridge station location in the elevated alternative alignment is an improvement over the Representative Alignment, placing it closer to existing density and destinations. The tunneled alternative is worse. It 1) requires much more acquisition and demolition of newly-built townhouses and 2) makes 120 bus riders/future H line riders cross Delridge and walk a couple blocks to transfer to light rail. If this station location is chosen, I expect that most bus riders from Delridge would not transfer and simply stay onboard the bus.

The Sodo station should be designed for level, convenient opposite direction transfers, for riders going between SE Seattle/the airport and West Seattle. Based on the visualizations, it seems that the Elevated Alternative Alignment is better than the Representative Alignment for this purpose.

The International District station should be a cut-and-cover tunnel under 5th Ave. A deep mined station would be much more costly and much less convenient for riders. Pay the business owners who will be affected by the construction some mitigation funds. Additionally, close attention needs to be paid to transfers at the ID station and I wish the alternatives were visualized here. Facilitating convenient transfers between the West Seattle line and East Link here is important. Transfers from the SE Seattle line to North Link need to be prioritized either at the ID station or at Westlake station. Westlake station needs to be designed to facilitate transfers between the Ballard line and North Link, with one level change and minimal walking.

The Denny station should be designed with entrances on each of the four corners of the Westlake/Denny intersection, in order to maximize the walkshed of the station and eliminate the need to cross either street to access the station.

I think the SLU station should be located at Harrison St, given the impacts of the Representative Alignment to the 99 tunnel ramps. Mercer St is a major barrier to cross on foot and there is more population and employment density to the south of Mercer than to the north.

The Interbay station in the Representative Alignment is the best location, being both closest to the apartments on the west slope of Queen Anne and located along Dravus St, the only street that crosses the Interbay railroad tracks and allows pedestrian access across 15th Ave. If an alignment along the railroad tracks needs to be chosen over 15th Ave, the station should straddle Dravus St. Otherwise, people accessing the station from both Magnolia and Queen Anne will need to walk an additional long block through an industrial area with no sidewalk. It's likely that a bus route will run on Dravus St into Magnolia and the station location should be chosen to make future bus-rail integration as seamless as it can be.

I think the Ballard station and alignment in the Representative Alignment is the best of the alternatives shown. The Ballard station should not be at 14th Ave. The existing and zoned density in Ballard, as well as almost all neighborhood destinations, is centered well to the west of 15th. 15th Ave is an unpleasant and inconvenient street to cross on foot. I also find it hard to believe that bus-rail integration would be better at a 14th Ave station, given that the D line runs on 15th Ave. I think a moveable bridge is an acceptable option; the proposed moveable bridge would open fairly rarely and light rail doesn't have to deal with traffic backups caused by bridge openings. Openings could be generally

coordinated around the train schedule. At worst, off-peak riders would have to occasionally linger an extra minute at the Interbay and Ballard stations. A tunnel to 15th, funded in part by the Port of Seattle, would be good, though accessing a tunneled station takes longer than an elevated one and a tunnel makes future expansion of this line to the north (85th and then Northgate) more costly.

Communication ID: 342417

Name: Jon Wright

Comment:

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations.

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station.

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund.

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel.

Communication ID: 342433

Name: Christopher Worley

Comment:

The Ballard station needs to be at 15th & Market, to allow the best routing for further expansion north, past 65th (where 14th currently dead-ends at Ballard High).

Communication ID: 342434

Name: Gregory Wallace

Comment:

I support bringing the Link light rail to the Ballard neighborhood as quickly and expediently as possible. This will be a major improvement to the transportation options in our neighborhood. I have a slight preference towards the Ballard tunnel option, but not if it will delay the extension to the neighborhood. Siting the Ballard station at 14th Ave seems preferable to 15th Ave as it is not such a busy street.

Communication ID: 342441

Name: Warren McKinstry

Comment:

The West Seattle tunnel option would be an excellent choice. It would retain the present character of the area business district as well as eliminate any significant disruption in surface traffic. It also matches the excellent sub surface planning of much of the planned and existing light rail in the area.

Communication ID: 342471

Name: Patrick Nelson

Comment:

Please just move this along faster. 2030 isn't soon enough for how fast Seattle has grown.

Communication ID: 342474

Name: Adam Lee

Comment:

Ballard station has to be on 15th, right? 14th is so far away. Also, West Seattle stations have to point north/south. There's no reason to expand the system to the west, but there are reasons to expand it south.

Communication ID: 342475

Name: Stephanie Warner

Comment:

I prefer the tunnel option to West Seattle with the station at 44th ave.

Communication ID: 342478

Name: Brooke Collins

Comment:

The guideway between Alaska Junction and Avalon going up Genesee Hill will negatively impact the large swath of single family homes between 35th and California. What is Sound Transit's plan to redevelop this area in a positive way? It is easy to envision an area of rundown homes nobody wants. If tunnels were the least impactful solution for Capitol Hill, Beacon Hill, and the U District, why was a West Seattle tunnel not planned from the start? We should not be held hostage by poor planning at the beginning. An elevated line through the neighborhood is a disaster that will last a generation or more.

Communication ID: 342482

Name: Julien Goulet

Comment:

First I am excited that light rail is coming to Ballard! Even if is still quite a ways off. I would prefer the terminus of the line to be on 14th ave in Ballard and not 15th because I assume it will be less disruptive to the village and to traffic on 14th. Between a tunnel and an elevated line, 1) I would vote for the one with the least environmental impact on Salmon Bay and 2) for the one with the least noise pollution for residents on 14th. Not sure what that would be. Thank you for all your hard work.

Communication ID: 342483

Name: Nate Baum

Comment:

I do not live in West Seattle but I am very concerned about the fact that where ever a light rail station opens up, there is a huge increase in cost of living around the surrounding area. Please make sure there is a true way to stabilize cost of living before doing such a project.

Communication ID: 342484

Name: Chelsea Clayton

Comment:

While a tunnel option would be great and would probably most preserve the character of the neighborhood, I'm concerned there isn't funding for the additional 700 million cost and that this could result in delays. Between the two

elevated options, I prefer the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated to the red colored option, as I think it maintains the appeal of Alaska junction as a community gathering space.

Communication ID: 342485

Name: Katrina Lau

Comment:

Ballard Station needs to be as far West as possible. It takes a long time for pedestrians to cross 15th Ave. Most Ballard Residents live West of 15th.

Best possible situation would be 15th Ave Station with the entrance on the West side of the street. Do not make the station on 14th.

Communication ID: 342486

Name: Zachary Shalla

Comment:

When considering the impacts of the 15th Ave and Dravus station in Interbay, please examine the options where the Magnolia bridge may not be replaced and traffic into/out of Magnolia will shift onto Dravus St.

Communication ID: 342487

Name: Joel Flank

Comment:

A tunnel option to Ballard is the only one that makes sense. The train shouldn't have to wait for a bridge to be raised for canal traffic.

Communication ID: 342488

Name: Pike Oliver

Comment:

Please place the alignment through the Interbay west of 15th Ave to allow for a better streetscape on that roadway and provide for stations that are away from a major roadway and can better facilitate transit-oriented and transit-adjacent development. Locate stations so that they are in the center of potential development areas.

Communication ID: 342489

Name: Zackary Scherzer

Comment:

I am commenting on the Interbay Smith Cove Station. My concern is that the station is not easily accessible for pedestrians. There are close to no residential homes west, south, and north of the proposed station location. The residential homes east of the station are past Kinnear Park and the paths currently through that park do not lead to the station location. The park paths must be taken due to the steep elevation and thick foliage. How would residents living in the area be able to easily access the station?

Communication ID: 342490

Name: Austin Kiyomiya

Comment:

I live in Lower Queen Anne.

"ST3 Representative Project" - This makes the most sense since the train stations are not on Mercer St (AKA the busiest street in Seattle) and the train stations in Queen Anne and South Lake Union are spread apart.

"West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated" - It doesn't make any sense to have train stations on Mercer St since it's so busy to walk on Mercer St and takes forever to cross the street.

"West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel" - The train stations in South Lake Union are too close to each other. You can put one of the train stations in South Lake Union in Belltown instead.

Communication ID: 342491

Name: Kelly Park

Comment:

First I would like to comment on how excited I am about this project. I was born in Seattle and raised in the Seattle area. I even went to UW.

I currently live in West Seattle and my comments will be exclusively about the future West Seattle portion of the light rail.

I personally prefer the tunnel options. In places with mass high speed transportation such as Taiwan and New York they have both been tunnel based. This way we don't have to build giant pillars through West Seattle. West Seattle seems to be developing and we can use the possible space above ground in the future. I understand that the tunnel will be more expensive but I believe this is the better long term decision.

Also, as someone who lives right near the projected rail lines, I am concerned about noise pollution. There are a lot of residential areas around the projected rail lines and at night it will get loud.

The weather can also effect the light rail. Since it rains quite often in Seattle, there might be more maintenance costs going forward.

Thank you for taking my opinions into consideration. I am very excited about the future of Seattle.

Kelly

Communication ID: 342492

Name: Trevor Klein

Comment:

Even with the added costs of the tunnels, I vastly prefer the tunnel option, colored dark blue in this website. The elevated portions of other options -- whether through a huge bridge over Salmon Bay or through the dozens of columns along 15th Ave. NW -- would present real detractors from the character of the neighborhoods, as well as distractions for drivers along those streets.

Communication ID: 342493

Name: Brian Matheson

Comment:

I think that the blue option is the best for the neighborhoods in Ballard, Magnolia, and Queen Anne. Having a draw bridge would provide the worst reliability crossing the Ballard Locks unless the city decides to make significant changes to maritime traffic rules and right of way. The tunnel is the most efficient for timing and it would put pedestrians and drivers in the least risk. Please consider using any extra money to speed up this project as it serves some of the highest density and growing areas in the city, and will help to transport people downtown and connect them to the airport.

Communication ID: 342494

Name: Karl Groff

Comment:

Please focus on expandability for the Ballard Station, such that we could extend it north easily in the future. I'd like to see a station at least at 65th. Please ensure that the crossing of salmon bay is either high enough that it doesn't have to be a drawbridge or a tunnel.

Thank you.

Karl

Communication ID: 342495

Name: Emily Matheson

Comment:

As someone who lives in Magnolia, I would most prefer the blue option (West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel) for a few reasons.

We need a tunnel under the Ballard Bridge rather than a draw bridge. I sit in tons of traffic each week as that bridge goes up for boats during peak times causing major back ups. Additionally, the draw bridge has broken down several times in the past year causing serious problems for commuters. I lived in Chicago for several years and can tell you that the elevated tracks cause a lot of noise that disrupts nearby neighborhoods and businesses.

2. It makes more sense to put the Ballard station on 15th where more people can access downtown Ballard rather than having dozens of commuters wait at a light to cross 15th to get into Ballard. It would be even better to put the Ballard station closer to downtown Ballard, maybe at 17th or 20th.

Communication ID: 342496

Name: iliana weller

Comment:

I think it's critical to ensure that the rail crossings into West Seattle and Ballard and ship traffic do not interfere with each other. I personally like the tunnel alignment across the whole system better, but I think more work needs to be done to avoid the SW Queen Anne Greenbelt; as someone reading this, it seems like it'd be best to use the tunnel route through Seattle Center station, switch to the routing that puts the Smith Cove station nearest the BNSF tracks to avoid the Greenbelt, and return to the surface alignment for the Interbay station with a tunnel through to Ballard.

Communication ID: 342498

Name: Drew Atkinson

Comment:

Most routes effectively bypass the Belltown neighborhood, which could make it harder for me to get to work

Communication ID: 342501

Name: Dean McBee

Comment:

I support the 6th Avenue alternative and can not wait to ride this when completed.

Communication ID: 342504

Name: Joelle Erickson

Comment:

I am strongly against any of the elevated options, particularly in the West Seattle section of the line. I believe that the West Seattle elevated option west of Delridge Way would have the danger of changing the character of the neighborhood, plus would be an eyesore and would have large construction closures and delays. I think of what it would be like if there was elevated construction in Capitol Hill or Beacon Hill, versus the underground stations that are there today. On the Ballard end, and elevated crossing of the Ship Canal could be problematic for boat traffic, and could also change the character of the neighborhoods north of the Ship Canal. Plus, one must take into account an eventual ST4 or ST5 — what if light rail is eventually extended up Crown Hill or to Westlake Village? A tunnel would be a better option in both of those cases, as the train would be passing underneath (NOT through) residential areas. I know that the tunnel is more expensive, but is well worth the investment in our future and the reliability. We need to protect our neighborhoods like we did with Roosevelt, Capitol Hill, and Beacon Hill on ST1 and ST2. However, there are parts of this plan that I really do like, such as the North/South orientation of West Seattle station options and the overhead crossings of S Lander and S Holgate Streets in SODO — I firmly believe that there should be no road/rail crossings on the line. I also have some suggestions for the future: what is the North Delridge Station was moved further north, and was turned into a mini-transit center where the G Line (current route 120), C Line, 125, 55, 56/57, and 37 bus routes could transfer passengers onto the train to Downtown? I think that bus connections should be strongly connected into the station design and locations.

Communication ID: 342505

Name: Diana Brement

Comment:

I am concerned about 2 things:

Reduction of bus service with the advent of Light Rail, and even before. For example, people in South Seattle and Seward Park especially, had bus commute options removed by Metro with Light Rail as the reason. The problem is, for many people, the Light Rail is not a close or convenient option requiring a long walk up or down hill in bad weather or in the dark (and not feeling safe) or a shuttle that only runs every 30 minutes so people are left waiting in the bad weather, dark or unsafe neighborhood.

Not providing parking at stations: This leaves out many folks who cannot easily get to light rail stations except by car. It simultaneously discourages people in that situation from getting out of their cars and using light rail! (I am very excited about the Northgate station, which will provide parking and will be the station I am most likely to use, especially if I can drive there.)

I think both these factors are leading people to stay in their cars.

Also, public transit planners in the Seattle area don't seem to understand that most people want cars/parking so they can recreate on the weekends!

Communication ID: 342507

Name: Ed Rhine

Comment:

The tunnel option under the Lake Washington Ship Canal is the only option I'd accept.

The fishing, shipping, and boating industries contribute a lot to the Seattle economy. The last thing they need is another impediment (bridge) restricting their ingress and egress to their work area.

From another viewpoint, the Ballard residences have and will be paying for this system for years before we get any service in our area. Everywhere else, this system has done tunnels, etc. to minimize impact to those areas. I and many others in my area, are angry because now you want to go cheap on our section of the system by doing bridges. NO!

Communication ID: 342509

Name: Howard Langeveld

Comment:

The station by Prospect and Elliott Ave W does not have any surface link to people living on Queen Anne. I would like to propose a trail/stairs to 9th W and Olympic and or 10th W and Highland.

Communication ID: 342510

Name: Richard Kennedy

Comment:

For the West Seattle and Ballard routes, I prefer the "West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel" followed bay the "West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated" as it provides the best access for Magnolia residents.

I oppose the "ST3 Representative Project" as it provides the poorest access for Magnolia residents.

Communication ID: 342511

Name: E Askew

Comment:

I would prefer the route be an elevated line, so as not to use current traffic lanes and bus routes.

Communication ID: 342515

Name: Vicki

Comment:

Hello

Light Rail is not scheduled to come to Ballard until 2035.

My husband has lived in Ballard for 68 years. I have lived in Ballard for 40 years.

We will be 85 years old by the time Sound Transit brings light rail to Ballard.

Ballard is considered the most Popular neighborhood, and most Popular destination neighborhood in Seattle. Ballard has a reputation as one of the most Popular neighborhoods in the US

It feels ludicrous that Sound Transit is not working Much Harder to bring Light Rail to Seattle in the next 3-5 years. 16 years is Unacceptable.

Please: Re-Route the $$

Vicki

Communication ID: 342516

Name: Dennis Noland

Comment:

I own two homes in a Youngstown/North Delridge micro-neighborhood – a neighborhood that is two square blocks of 90+ homes. My homes are at 4131 and 4133 25th Ave SW.

If Sound Transit light-rail planning continues in the direction it's heading, my homes and most of my neighbors' homes will be destroyed to accommodate routing and a light-rail station. I was devastated when, in late-2018, I learned of these plans.

I have a long association with this neighborhood; having moved there in 1971. Over the years, I've seen the neighborhood transition and grow; and, all for the better! We've been "discovered" as a desirable place to call home. The neighborhood is affordable while experiencing very strong, market-driven growth.

From families with young children to retirees, this Youngstown neighborhood is a textbook example of everything the City of Seattle professes it wants…diversity of incomes, ethnicities, ages and life styles; families with young children, retirees, and multi-generational households; mixed and affordable housing; easy access to the city core; increasing density; and proximity to transit.

It's craziness that this neighborhood's heart and soul and profound sense of community will be wiped out by light-rail…a neighborhood light-rail is designed to serve. If you move forward with current planning, you will upend our futures and our families; you'll wreak havoc with the investments we have in our homes. The residents of Youngstown love where they live. Among the residents are many with low incomes and several families of color.

This neighborhood has experienced amazing growth and it continues to do so. Since building a home nine years ago, within a one-block circle, 33 new homes have been built. Currently, four homes are under construction and 18 more are in the planning and/or permitting phase. Unless Sound Transit puts into place routing that skirts this neighborhood, many/most of these new homes will be destroyed. For a city and county that professes to be green, destroying newly-built homes does not comply with being green.

Sometime during the past two years, this neighborhood became a line on Sound Transit's light-rail planning map. The neighborhood is more than a line on a map. Light-rail engineers and Scoping Committee members need to tour the neighborhood and meet the people living here and see the growth happening.

There are other plausible routes in Youngstown/North Delridge that warrant exploration, review, and reconsideration; routes that would minimize displacements, relocations, and social and neighborhood impacts.

One option might be routing across the north end of the Delridge Playfield with the Delridge light-rail station placement in the north end of Delridge Playfield. This would require legal work and cooperative efforts with the City of Seattle and the federal government, but this option would minimize displacements and relocations; it would avoid wiping out an entire neighborhood.

Reopen consideration of the purple route; Pigeon Ridge tunnel option. For previous light-rail installations, Sound Transit tunneled. Why not Pigeon Ridge? This sensible routing would skirt our Youngstown neighborhood and eliminate many of the routing difficulties caused by paralleling the West Seattle Freeway and the severe impacts on Delridge Way traffic, businesses, and Youngstown homes. With the Pigeon Ridge tunnel route, the light-rail station would straddle Delridge Way (allowing good traffic flow and transit connections for residents to the south) and be in the preferred location for accessibility (pedestrian access to the station from either side of Delridge Way).

If Sound Transit conducted a more detailed cost-study, balancing the costs for the high-rise crossing of the Duwamish River, engineering and shoring up the point of Pigeon Ridge, the costs for blending into the traffic lanes of north Delridge Way, and the costs of acquiring our residential properties and businesses versus the cost and simplicity of the tunnel route, the tunnel routing might be more attractive than originally thought. Plus, you would avoid displacements and relocations, the negative impacts on the lives of residents, and the disruption of the livelihood of North Delridge Way business owners and their employees. I believe Nucor Steel and the Port of Seattle would welcome being blocks away from the construction zone. Again, this route would parallel our neighborhood and not destroy homes.

If tunnels are too expensive, then why are you planning to tunnel under Avalon Way, the International District, Downtown Seattle, and the Ballard waterway? For previous installations, Sound Transit has tunneled under Beacon Hill, and under Capitol Hill to the U of W. Why not Pigeon Ridge? This infrastructure is designed to last 100 years. Let's do it right!

Another routing that saves our neighborhood and minimizes the impact on residential properties: Locating the Delridge a light-rail station on Andover with routing going west on Andover and south on Avalon…this segment would be 100 percent above-ground. This, according to Sound Transit's reasoning, would reduce the cost to build light-rail (no tunnels). To compensate for construction impacts and to accommodate and upgrade access to Nucor Steel, Sound

Transit could build dedicated truck access ramps into the Nucor property; this would be much like the special, dedicated roadways that have been built for the Port of Seattle. All this at a fraction of the cost of tunnels.

My neighbors and I feel like we are standing in front of an oncoming train and looking for a way to stop it and/or to get out of the way.

We need your help. I invite you to take a walking tour of our neighborhood. Real, everyday people live here; each has a heartfelt story. Please reopen the studies of light-rail routing plans/options and continue to do so, for whatever time it takes, to establish a route that skirts our Youngstown neighborhood. Please reopen consideration of the Pigeon Ridge tunnel option.

The Youngstown neighborhood of which I speak is two square blocks of 90+ homes. Homes on S.W. Dakota and S.W. Genesee Streets between Delridge Way and 26th Avenue Southwest; and homes on the west side of Delridge Way and homes on both sides of 25th Avenue S.W. and 26th Avenue S.W. (between S.W. Dakota and S.W. Genesee). For a point of reference, the Delridge Playfield is located at the south end of the neighborhood (S.W. Genesee). A DSHS office building and the Youngstown Flats are to the north (S.W. Dakota).

Personally: The two homes I own on 25th Ave SW are the entirety of my retirement savings. Due to the uncertainty of what will transpire, my retirement plans have been put into a tailspin. The timeframe in which I became aware of ST plans couldn't have been worse. This year, I'm going to be 70 and my partner will be 80. This is unsettling and has made both of us anxious about our futures.

My neighbors are experiencing similar feelings; they are unsettled and anxious as well.

Sincerely,

Dennis Noland

206-708-7735

Communication ID: 342517

Name: Richard Cox

Comment:

I cannot attend the public event for comments related to the Ballard Link Light Rail scoping period, and your online form didn't give me an opportunity to comment, so I'm commenting via email.

Ballard is a fast-growing community, and Link Light Rail should be a high priority of Sound Transit is going to help alleviate traffic congestion and keep the city moving. Link Light Rail Service to Ballard will be better helped by putting additional money into connecting the Ballard station with a line directly to the Northgate/Ravenna lines, rather than forcing riders to journey all the way south to South Lake Union in order to make this trip.

To encourage ridership levels to reach their potential (and to encourage more mass transit usage in this fast-growing neighborhood), promoting ease of travel between Ballard and North Seattle is a better use of funds than building a tunnel in West Seattle.

Thank you.

Respectfully,

Richard Cox

Communication ID: 342519

Name: Anonymous

Comment:

"I'd like to leave a comment. I'm a West Seattle resident. My concern about the location of the line is that it leaves a major part of West Seattle without any transportation whatsoever, other than by walking, bicycle or personal auto. I'm happen to be 92 years old and I used to live on the bus line which is no longer a bus line but I wonder what you are expecting that the rest of us will do with no transportation, public transportation at all, except to walk to the junction. That's my comment. Goodbye."

Communication ID: 342521

Name: Anonymous

Comment:

Hi my comment is I hope that you create station there involving a tower to reach to the link stop. Have a tap machine way up on them on top of the bridge rather than like the Rainier one where there's only tap machine on the bottom of the stairs because sometimes we're in such a hurry we had to run upstairs and there's no tap machine is like oh my God we got to run back downstairs to tap and go right back up. We need tap machine up at the top of the bridge. So please install them there.

Communication ID: 342522

Name: Drew Wicklund

Comment:

Being a Ballard resident, I'll only comment on the line that will run to my area. I believe that the blue option is the best long-term plan. While costs are higher, being mindful of traffic and sightline issues, I think it's the best solution. I think that ending at 14th would be a better solution than 15th. Hope that helps!

Cheers,

Drew

Communication ID: 342535

Name: Mardee Austin

Comment:

I prefer the green route option. As a 20+ year resident of Magnolia, I am puzzled as to why you do not even mention Magnolia in the explanation of these project designs? I realize it is smaller than Ballard or West Seattle, but this project has a substantial effect on the over 20,000 residents (and growing) Magnolia neighborhood, of which Interbay is a very small part. I'd suggest using "Magnolia/Interbay" when you are drafting documents for resident's review.

Communication ID: 342539

Name: Joe Reilly

Comment:

BALLARD STATION COMMENT:

Please only consider a 15TH AVE station (Even a 14TH AVE bridge can reroute the track to 15TH AVE once Salmon Bay has been crossed.) A 14TH AVE station is too far from Ballard's density core, even with new TOD build-out.

Seniors, people with physical disabilities, tourists, & everyday local residents from Downtown should NOT be required to walk 15+ minutes (and cross a 6-lane 15TH AVE) to access Old Ballard for date nights/fine dining/Ballard Sunday Market vendors. Ballard city blocks are twice as long as Downtown's. Please keep in mind our most vulnerable.

There should be entrances to Light Rail on both sides of 15TH AVE for safer/quicker access.

Communication ID: 342565

Name: Ben Mitchell

Comment:

My comments for the various segments of the West Seattle - Ballard extension are as follows:

Ballard:

Include a fixed bridge crossing at 14th NW with a 15th NW elevated station

ID/SODO:

Include variations of a cut/cover 5th for both high and low cost options

West Seattle:

Study multiple affordable options with south rail bridge instead of a tunnel

Midtown:

5th Avenue alignment and study pedestrian access for high/low options

SLU:

Harrison is the best for transit and non motorized access

Denny:

Station oriented mostly south of Denny best for walkshed with Harrison

Westlake:

The best possible transfer environment for riders should advance

Smith Cove:

Galer is best presented. Helix as high end only if Expedia intends to fund

Interbay:

Study Dravus alignment west of 15th with BNSF-adjacent variations

Expansion:

New tunnel must be built assuming future Aurora and Madison expansion

Communication ID: 342568

Name: Devon McAslan

Comment:

Comments by Station/area:

West Seattle: Align alaska junction station in tunnel and North-south alignment for possible future expansions south and in tunnel. Station farther south in Delridge means larger walkshed.

Duwamish crossing: tunnel option seems to have the least long-term impacts on other transportation in the area.

SODO: new line should allow riders to easily transfer between this line and the existing line. For this reason, is should either run parallel, above (elevated) or below (tunnel). Opportunity actually exists to improve existing light rail operation by building new tunnel and station for BOTH routes.

CID: New station should be directly under existing station if possible. This allows the the easiest transfers between lines.

Downtown: new tunnel should run on 5th. Station at Madison to connect to BRT or future LRT lines. Station on 5th between pike and pine. Westlake station south of Denny Way since crossing Denny way is a nightmare. Harison and Aurora is OK. Mercer and Aurora might be better and capture more Queen Anne riders. Aurora or Dexter is ideal for station alignment to connect to future Aurora LRT. Lastly, the Seattle Center stop should not be the Seattle Center station. It should service LQA at Mercer and Queen Anne/1st. Republican is OK, but current transit options all stop at Mercer and Queen Anne. Not putting the LRT there makes transfers more complicated and less attractive.

Interbay: Run the LRT on 15th. It is the most direct route and the most likely to attract riders. Potential redesign of 15th Ave W would also be ideal as this is an awful road to drive on.

Ballard. Tunnel option is hands down the only one that works here. Any other is bound to result in much lower ridership. Station in Ballard needs to be on 15th and Market and aligned to extend LRT north.

Final comments: Tunnels are the best choice - make the system the most reliable and fast. All the light rail built in Seattle should be tunnels. This is a long term transportation solution and it needs to be done right. Short of tunnels, elevate the LRT. Surface street options are generally a bad investment. All stations and routes need to facilitate transfers between other LRT route and bus options, especially Rapid ride and BRT. Expandability: All stations should also be built in places that will allow for expanding the system later and allowing easy transfers between possible future stations and routes.

Communication ID: 342569

Name: Ajai Dandekar

Comment:

My comments are limited to the siting of the Ballard station and my deep opposition to a 14th/Market station. This location is, for lack of a better descriptor, absolutely terrible and disregards the needs of people who would actually be riding the train for stakeholders who are not endusers of the system.

The center of the Ballard population center is around 22nd and Market and each block further away from the center of Ballard reduces the utility of the station substantially. The "representative alignment" straddling Market and 15th is a perfectly adequate solution -- integrates with bus lines on both 15th and Market, does not force pedestrians from Ballard to cross 15th, and has the virtue of being the lowest cost. If there is to be a tunnel, it should be to the west of 15th, not east where comparatively fewer people live.

Communication ID: 342570

Name: Josh Hirschland

Comment:

I saw the docs from the latest ELG meeting on Sounds Transit. My takeaway was that

Elevated Bridge:

For $400M and increased displacement, we can get an elevated rail, the main benefit of which (relative to the representative plan) are:

Somewhat lower potential service interruptions and better performance on operational constraints (which I assume is due to not causing a potential impact to ship traffic)

Improved traffic / freight movements

Reduced "visual effects to sensitive viewers"

Greater ability to support future growth (though what that means in terms of dollars, I'm not clear)

Lower environmental footprint

Tunnel:

And that for $1.9B and an increased risk of schedule / completion delays, we can get a tunnel that has the same benefits to service interruptions, operational constraints, traffic freight movements, and further improvement of "visual effects", without the benefits for future growth and environmental the footprint.

Notably, neither the elevated bridge nor the tunnel has a significant impact on expected ridership or speeds.

Given this, it seems obvious to me that we shouldn't pursue a tunnel in Ballard. For $1.5B over the cost of the elevated bridge (plus increased schedule risk and without the benefit of extensibility), the only real benefit to be claimed is the reduced visual impact. Given the choice between spending $1.5b on that and almost any other transportation priority facing Seattle, including adding more rapid ride lines or extending the light rail up to Loyal Heights / Crown Heights or east to Wallingford / Phinney / Fremont, would choose the other thing. I recognize that these funds aren't directly fungible, but still, the cost seems crazy given the almost purely aesthetic (arguable) benefit.

I think either the elevated bridge or the representative plan is reasonable; before coming to a final recommendation, I would want to quantify somehow the impact to extensibility that could be gained from the elevated bridge.

Communication ID: 342572

Name: Patrick Gilroy

Comment:

I prefer the ST3 (green) or West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated (brown) options. It seem unnecessarily costly to tunnel under Salmon Bay (blue). The ST3 option is also more accessible from other transit options in the area, including existing bus lines.

Communication ID: 342586

Name: Mary Brookman

Comment:

Hi,

Concerning Ballard Lightrail, I urge you to put the tracks on 15th Ave NW. This would be least disruptive to neighborhood, while also providing the best access to our community.

14th Ave NW is growing into a much needed greenspace for east Ballard in a concrete city. Further, the boat launch and access on 14th Ave NW to the ship canal would be greatly impacted if the Lightrail went through there.

15th Ave NW on the other hand is the current throughofare and can handle the additional use. It's setup to be central to our community and Lightrail makes sense there.

Thanks,

Mary

A long time Ballard resident

Communication ID: 342592

Name: Carol Olwell

Comment:

As the plan stands now, I won't be using the light rail to Ballard because there are no convenient links to the top of Queen Anne; I live off McGraw on 5th Ave. W.

At 74 I'm lucky to enjoy good health, but the climb from 15th Ave. W up to where I live on 5th is more than I want to do on a regular basis.

I am very fortunate that I can catch a bus about half a block away from my home (the # 2) that runs every half hour to get downtown, or I can walk to 3rd and McGraw and catch the #s 3,4, or 13, which run more often, so I'm not complaining!

However, it would be nice to also take the light rail when it is operative, so I'm hoping that not only will I still be alive then! but also that Metro will have figured out a way to make it more accessible for people who live in the Queen Anne and Magnolia neighborhoods.

Thank you for considering this request.

Sincerely,

Carol Olwell

Communication ID: 342593

Name: David Scamporlina

Comment:

I'm curious if any of the West Seattle stations will include free parking nearby to entice more ridership. Their used to be a bus line near my house in the northern portion of West Seattle but when metro redrew the bus routes and added the express routes the route near me went away. Which makes riding a bus for me not easily useful. If there is free parking near the light rail I would definitely use it as it would take me right to my work at Seattle center. Paid parking would not make me want to take it as I'd have to pay for parking and the train.

Thanks,

Dave Scamporlina

Communication ID: 342594

Name: Jon Wooton

Comment:

I believe that a tunnel to Ballard is best.

Also a tunnel under "Inter-Bay" would not present future problems for future bridges to Magnolia.

Please install industrial grade elevators to reach the light-rail hubs.

Communication ID: 342595

Name: Sylva Nagy, Ivan Nagy

Comment:

Hello,

We are unable to attend the upcoming open houses regarding the alternatives for the Ballard Light Rail routes.

Of the options available, we would suggest the 14th Street option in order to divert from using 15th St where possible - this route is increasingly congested.

Additionally, we know this is not part of the proposed design, however there should be deep consideration on extending the Ballard Light Rail to the Northgate Station rather than treating Ballard as the end of the line. An earlier option had an additional stop at Crown Hill near 85th St and 15th St (which we strongly advocated), which would serve a growing number of residents in the Crown Hill Urban Village (a look at the SeattleInProgress site shows that hundreds of living units are slated to be built between 65th St and 85th St alone in the next couple of years, along 15th St, notably without much if any parking). Additionally, Northgate is undergoing a transformation not only as a transportation hub with the Lightrail station, but will become the headquarters of the new Seattle NHL team with community ice rinks, drawing an increasingly diverse group of visitors and commuters.

Creating a break in bus to light rail service as planned north of Ballard may be enough to deter use of public transit, especially as the D Line continues to be used so heavily during commutes.

Creating a continuous system will help build ridership for the Ballard route and give riders at Northgate, and north of Northgate two options to get downtown and further south, either via Seattle Center or UW.

Thank you

Sylva and Ivan Nagy

Communication ID: 342596

Name: John Jenkins

Comment:

Just got your email and I don't care which options you choose.

JUST GET THE THING BUILT!!

At the rate you're going I'm going to be DEAD before it's finished.

John

Communication ID: 342597

Name: Mary Gross

Comment:

It concerns me that the SODO route which is north of Spokane Street goes through the freight traffic routes. Will it be underground there? If it is above ground it will have a strong negative impact on the industrial activities there which will affect jobs in the area. While there are also industrial work places south of Spokane, they will not be as negatively impacted by an above ground rail line.

It is my understanding that our maritime economy is roughly 1/3 of Seattle's economy.

Communication ID: 342598

Name: Richard Smith

Comment:

Please make the Avalon/Alaska Junction elevated. It's not worth the cost of tunneling. I would rather see that kind of money spent on extending the line. Make the crossing over Salmon Bay a high bridge and provide a station at 15th Ave NW. Make a comprehensive underground connection at C-ID/King Street Station and reuse Union Station.

Communication ID: 342600

Name: Susan Walker

Comment:

Why do you want people's opinions where they want the route? I want mine at the end of my block! Don't you have engineers who figure out how to move people the best way to the most frequented locations? I don't think London, Paris, and other large cities make routes by crowd sourcing. It makes Seattle look so provincial and backward.

Communication ID: 342604

Name: Michael Gudas

Comment:

I live on West Olympic Place in Lower Queen Anne and my comments are on the portion of the route between the Key Arena / Lower Queen Anne station and the Smith Cove station. I feel that the alternatives that extend the tunnel further towards Smith Cove may help to reduce noise.

In Lower Queen Anne, we already deal with one of the main flight routes for seaplanes as well as the zippering of SeaTac and Boeing Field Traffic. Combined with the new Key Arena, I am concerned about the neighborhood becoming increasingly loud. My suggestion would be to account for other changing sources of noise in your EIS.

Also, ground vibration is another interesting consideration that your would would be very helpful to shine a light on, both during potential tunnel construction and once trains are operating.

I'm very excited for the project and thanks for the ability to comment! Keep up the good work!

Communication ID: 342605

Name: Michael Chu

Comment:

The Smith Cove station would be far more useful and accessible for Seattle residents (and especially for Queen Anne) if there were a direct bridge/walkway built from the station through Kinnear Park up to Olympic.

Walking from the Smith Cove Station to Olympic and 10th Ave W takes 27 minutes. Getting to densely populated areas further northeast into Queen Anne takes even longer.

Creating a (very short) direct walkway from Van Buren Ave W towards 9th or 10th Ave W would do wonders for the usefulness and accessibility of the Smith Cove Station.

Communication ID: 342613

Name: Leyssandra Gaskill

Comment:

As a rider who would have to transfer often, I think seamless station transfers should be a top priority. This is why I very much prefer the idea of a cut and cover stop at the King Street Station/ International district over a deep bore.

Another priority should be maximizing the system catchment area which is why I think the 6th avenue Downtown alignment would be much better since stations on 5th avenue would overlap with existing stations and not serve First Hill well. Additionally, the 6th avenue alignment spaces the stations out more in South Lake Union, which would be more useful than the alternatives.

Communication ID: 342615

Name: Christopher Mason

Comment:

Hello,

I strongly suggest decision FOR the West Seattle Tunnel/C-ID alternative as this would be the least invasive of all choices for our neighborhood. My second preference would be the ST3 Representative Project Alternative.

The West Seattle Elevated/C-ID Alternative WILL DESTROY THE VALUE OF OUR NEIGHBORHOOD as it will go directly over many of our homes and take away a HUGE percentage of value from our home investments. Please do not destroy the peace of our living environment. We will be forced to hear the light rail going over our homes at all hours. Especially important is the braking system engaging as the light rail cars brake to come down the Genesee street hill into the proposed station. If you haven't already, please see the evidence on YouTube showing how loud these cars are.

This invasive and inconsiderate option will rob residents of the HUGE investments made by many people who have bought homes in the area. The proper choice should support the needs of those people and not take away the right to live in peace. Please do not disregard the negative impact this will have on home owners in the obvious areas of concern.

Please choose any option other than the West Seattle Elevated/C-ID Alternative or I will be forced to move from the home I have worked so hard for, to an area I do not want to live in. Thank you for considering the loss that many of us might experience.

If you are planning on adopting the West Seattle Elevated/C-ID Alternative, you are choosing to destroy the financial investments and peaceful environment of many families on lower Genesee Hill.

Thank you for your consideration.

Communication ID: 342616

Name: Trygve Bakken

Comment:

I am in favor of station alignments that service the largest walkshed and provide the easiest path to future system expansion:

North/South station alignment at Alaska Junction

Midtown station at 6th and Seneca would serve lower First Hill and a more distinct walkshed from the current University St station. It also has the potential to activate Freeway Park (and a future I5 lid) with more foot traffic and would serve Town Hall and new high rise residential in the area.

Interbay station location should consider the best potential for future TOD not just ped access to new Expedia campus.

A fixed elevated bridge over Salmon Bay and a station alignment on 15th ave would increase service reliability at a nominal cost and would better serve downtown Ballard. 15th ave is a busy street so there must be a station entrance on the west side of 15th. Pedestrian overpasses are not an accessible option for everyone.

Communication ID: 342617

Name: Ellen Paget

Comment:

Taking the train off the main road as much as possible makes sense to limit the impact of traffic on existing busy roads (ie Smith Cove area and 14th Ave in Ballard). Having the train on a bridge that does not open, would be ideal for Salmon Bay area, as this would limit service disruptions.

Communication ID: 342618

Name: David Fierce

Comment:

The West Seattle Line should go to the ferry terminal and/or Alki. Maybe it should end in White Center. All the designs show it going to the junction and then ending. This just doesn't make sense, especially if you want commuters using this thing.

Communication ID: 342619

Name: David Fierce

Comment:

I would like to see more money spent to speed up the proposed timeline for the project's completion.

Communication ID: 342620

Name: Tim Tompt

Comment:

I'm a 20-year Seattle resident, the last 13 as a homeowner in Ballard. I commute downtown several times a week via Metro buses and the service lacks in reliability, experience and comfort, as overcrowding is a frequent problem at typical commute times. Sometimes the bus waits alongside hundreds of cars for Ballard bridge to raise and drop, for 1 sailboat.

Ballard desperately needs light rail sooner that 2035, and I'm sure West Seattle needs service sooner too. Traffic congestion is already a virtually constant issue in Ballard area when most people are awake and doing business. It's not uncommon to wait at a traffic light for 3 cycles. Density is increasingly rapidly, by plan, as everyone knows and it has a very negative affect because the infrastructure is already clearly overwhelmed. I walk a great deal as it is, and it's increasingly the faster option.

The tunnel will best serve Ballard - without question. Just bring it as soon as possible!

Thanks

Communication ID: 342621

Name: Michael Perman

Comment:

I only really have an opinion on the Ballard portion of things. I favor the permanent "Segmental High Level Fixed Bridge" to 14th ave. As for the Interbay portion of things I think the ST3 method of going right down Elliot/15th ave makes sense.

Would there be a way to integrate that and the high level bridge to Ballard?

Communication ID: 342622

Name: Benjamin Tromly

Comment:

I urge you not to adopt the ST3 Representative Project option and not either of the other two. The route along Fountleroy and Alaska would direct the light rail to major existing transit routes, which would mean leaving intact vibrant residential neighbourhoods. By contrast, the other two options (West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated and West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel) would tear up a vibrant and developing neighborhood, which would harm the overall character and attractiveness of the Junction area. Even the homes which do not stand in the immediate route of these two routes would see negative impacts, including noise and extreme disruption during the construction process. I urge you to adopt the ST3 option, which would place the Light Rail in already heavily trafficked and therefore much more contained areas for this project.

I should note that my family lives at 38th and Genesee. So two of the variants of the light rail link to West Seattle (West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated and West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel) would displace us, if I read the maps correctly. We are part of a vibrant neighborhood and we want to stay where we are!

Communication ID: 342623

Name: Kim Justice

Comment:

I urge ST3 decision makers to re-evaluate the routing and station locations in the North Delridge neighborhood. All of the proposed routes would cause significant displacement to a diverse and unique community. Impacts to this neighborhood would cause disproportionate displacement of low income families, as the population of low-income households in the Blue line study area is more than 6% higher than the city average.

I live on Dakota St with my wife and our 2 year old daughter. Under the Blue line Delridge station location, our home and about 100 other homes would be demolished. This would wipe out an entire community unnecessarily. It's inconceivable that the residential displacement with the Blue line has a "similar impact on Delridge" residents as the other alternatives, as stated in the scoping documents. This is simply untrue.

While the red and orange lines would have less of an impact, the impact on the North Delridge neighborhood is still significant.

The neighborhood bordered by Delridge, 26th, Dakota, and Genesse streets is one of the few in the city zoned LR2, which has supported an increase in density and a mix of housing types including apartments, rowhouses, multi-family, and single-family homes. Over 30 new homes have been constructed within just a 2 block radius over the last few years. The neighborhood is a great example of what the city claims it wants—more density, a mix of housing types, varying degrees of affordability, and diversity of incomes, ethnicities, and ages. My neighbors include elderly folks who

have lived in their homes for over 20 years, millennials who recently moved into newly constructed homes, and many families with young children. It's a great mix of people from a variety of social classes and backgrounds.

My wife and I moved into our home in 2013 as first-time homebuyers. We love our neighborhood for its affordability, proximity to downtown, and good schools. We have a daughter who will be entering kindergarten the same year that the route will be finalized (2022) and it breaks my heart that she may not be able to attend Lafayette or Pathfinder if we are displaced from our home. Homes in other parts of the school district are unaffordable for us.

If our property were to be acquired it is likely that we would be pushed out of the city, away from our community and the connections we have built over the years. Home loan interest rates have risen since the time we bought our home and that makes it harder to purchase a similar home in the same neighborhood.

Displacement of residents should be a criteria that is heavily weighted in ST3 routing decisions. Other alternatives that can be explored in the Delridge area include the former purple line with a tunnel through Pigeon Point, exploring a station that borders the park on Genesse, or routing and station locations along Andover, where there currently sit vacant parking lots.

Thank you for your consideration,

Kim

Communication ID: 342624

Name: P Timmins

Comment:

I am happy to support transit, but I will likely never be able to use it myself. I have lived here since 91 (West Seattle since 2000) and have never been able to use transit (other than ferries) as a convenient mode of transit. Transit only appears to work for people who either live, or work, down town, and don't have kids. Washington state law only allows children to be in daycare for 10 hours a day. Add an hour + bus commute each way to an 8 hour day and it just doesn't work (legally). Our commute is only 3.5 miles but the best buss routs to get my wife and I to work are over an hour each way. There are just too many areas that are not serviced by our transit system. If there could be a light rail stop added somewhere on the Seattle side of the Duwamish before heading north into town, we could likely use it and stop driving our cars. We both work near 1st and Hudson in the industrial district (at different companies). There are a lot of great paying jobs in that area, just no city services and a dumping ground for homeless. Grew up riding the "L" in Chicago and would love it if we had a usable system like that here.

Communication ID: 342625

Name: Kelsie Maney

Comment:

Why was an option of extending the transit to the ferry terminal and then to the airport (thus completing a loop) not considered? Extending the west Seattle line down California ave to the ferry terminal then cutting east to white center

and south till Burien and then to the airport seems like a pretty good idea if we want to connect neighborhoods and transit options in a usable loop.

Communication ID: 342642

Name: Lynne Louise

Comment:

I live very near the south end of the Ballard bridge and am a proponent of public transportation.

In order of preference I would choose

ST3 Representative Project - costs less , follows current traffic flow most closely

Ballard tunnel - I appreciate that this has fewer property effects in the Ballard area, but not worth the cost and rider inconvenience.

Ballard elevated - This is ugly and expensive. Please don't do it.

Communication ID: 342643

Name: Sean Davern

Comment:

I like the "Higher ridership potential due to better ped and bus access" of the "5th/ Harrison/ Republican" route through downtown. I live in N. Belltown and would like the light rail to be as accessible as possible. The option I mentioned seems better for that reason. I would likely walk from home to 5th/Harrison.

Communication ID: 342644

Name: Sean Davern

Comment:

I prefer the route through Smith Cove and Interbay of the "West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated" route and the reduced effects on 15th. I used to work at Amgen (now Expedia) and this route would be a great access for those employees. It also seems like the Smith Cove exit would help connect to the maritime traffic represented by the cruise ships.

Communication ID: 342645

Name: Sean Davern

Comment:

Concerning the routing through Ballard, I prefer for the light rail going down 14th St. to minimize the impacts on 15th st.

Communication ID: 342646

Name: Sean Davern

Comment:

I prefer the "Salmon Bay Crossing: Extradosed high-level fixed bridge" option.

Communication ID: 342647

Name: Chris Jeseritz

Comment:

The options I support are the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated and West Seattle/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel. I think the character of the West Seattle Alaska/California junction should be preserved and the ST3 representative project with it's station alignment at the junction does just that. Also if an extension was to be added to the junction station, it would make more sense to orient the station north-south to allow future rail extension southward.

Communication ID: 342651

Name: Anonymous

Comment:

West Seattle alternative... please do NOT negatively impact the West Seattle golf course. It is a treasure enjoyed by so many!

Communication ID: 342652

Name: Laura Finkelstein

Comment:

Please choose the Green option which goes down 15th. Most direct and station at Dravus would be much easier for Queen Anne residents. If you choose the brown option (with bridge on 14th), I am afraid of losing my property along with many of my neighbors. We don't need to lose more affordable housing in this city. I live on 14th near Emerson. I work in Fishermens terminal and there is plenty of space to go across there with fewer effects than going on 14th.

Communication ID: 342653

Name: Barbara Lardizabal

Comment:

Overhead rails kill neighborhoods. Nobody wants to live, work, study, shop or dine in the shadows of overhead tracks. In every city that has overhead rail, neighborhoods bordering the rails die, and crime and filth proliferate under the rails. The phrase "living in the shadows," connoting a negative situation, did not arise from nowhere. Building overhead rails in residential and commercial areas condemns all who live and work there to life in the shadows and will result in flight from the neighborhoods, with only those with no other options staying and moving in. The only viable long-term solution to the transportation problem in Seattle is underground rail. But even expanded bus service would be preferable to overhead rails.

Communication ID: 342654

Name: James Gamble

Comment:

Regarding West Seattle, it makes no sense to have elevated rail going through the residential streets south of the Alaska Junction. Build a tunnel. Beacon Hill and Capital Hill stations warranted a tunnel, so should West Seattle. Above ground or elevated rail in that part of West Seattle doesn't follow natural southbound traffic routes or arterials such as 35th Ave or Delridge. Elevated tracks through that neighborhood would displace homes, anger property owners, and unnecessarily disrupt the character and flow of the community. We need light rail to West Seattle, but it needs to be done right. Tunnel.

Communication ID: 342655

Name: Chuck Burkhalter

Comment:

Overall, I prefer the West Seattle Tunnel alternative in order to reduce the need for a 140' elevated track on Genesee and the need to purchase and remove all the existing houses for the Avalon station. I also believe if the light rail is positioned south after the Alaska Junction station, there are opportunities to bring the tracks back to the surface to extend the line to service the southwest seattle demographic, perhaps as far as Burien and/or another route to the airport.

However, I am concerned about the location of the Delridge station, as that would replace an enetire block of existing housing. Why can't the Tunnel alternative Delridge station be placed where the current Elevated alternative Delridge station is planned? A combination of re-aligning the Tunnel alternative Delridge station and tunneling beneath the Urban Center of West Seattle would have the least amount of disruption for the residents and businesses in West Seattle, in addition to leaving the opportunity for future expansion south.

Sincerely,

Chuck Burkhalter Jr.

4031 32nd Avenue SW

Communication ID: 342656

Name: Joseph Grande

Comment:

If it's not underground then don't come to West Seattle. Above ground is ugly. At grade slows down other modes of transportation. Tunnel under the river and tunnel under West Seattle.

Communication ID: 342657

Name: Jocelyn Cowan

Comment:

These comments are focused on the Interbay/Ballard portion of the line. It seems like the Ballard Elevated option (brown on the neighborhood map) is the clear winner. One thing that is really important to me, as a Ballard resident, is to make sure that vehicle roadways remain clear/manageable. Routes to get to/from Ballard are limited/narrow as it is, and it would be a huge bummer if Link worsened the already poor vehicle access to this neighborhood. Ideally Link should only add access... rather than take away! While I like the idea of tunnels in Ballard, as they seem the least disruptive for traffic, the stop options at Smith Cove and Interbay under the Ballard Elevated option seem much less disruptive to the traffic on Elliot/15th. Additionally, the significantly lower cost of the elevated option seals the deal for me. Side note, I think it's a great choice to align Link with 14th; much less disruptive for traffic on 15th and it will make no difference for those who want to use it. It's not that much farther to walk to 14th for those coming from the west side of Ballard (like me).

Communication ID: 342658

Name: Elyse LeMay

Comment:

I'm so happy to see the Ballard light rail extension! My area of interest is between downtown and Elliott.

I'm sure Sound Transit is aware that Expedia is building a massive HQ by Elliott Bay Park, which will house over 5000 employees by 2020. This HQ will transform the Elliott Bay area with a major influx of commuters, most of whom will be going to that campus.

Option 1, "ST3 Representative Project", is the best in my opinion. The stop location on Denny and Westlake is perfect - would attract much ridership to the Whole Foods there, as well as the huge Amazon offices in Denny; and the stop location on Elliott is also perfect for the upcoming Expedia HQ. This route will definitely attract Expedia riders.

The Elliott stop location at Option 2 (West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated) will not be as attractive to Expedia riders. I am concerned that the longer walk to campus will reduce ridership.

Option 3 (West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel) is also not as good. The South Lake Union area stop locations don't make sense - why put two so close to each other, and none in the Denny Triangle area where there is huge demand? It also may not be great to put surface elevation light rail along Elliott Ave, as it may disturb the area's growth (as Expedia attracts surrounding businesses).

So, again - my vote is for Option 1, "ST3 Representative Project". But I will be so happy to see any of these projects get built - just wish it were sooner!

Communication ID: 342659

Name: Martin Chisholm

Comment:

I just simply don't understand the opposition to elevated tracks, favouring a much more expensive tunnel. Plenty of metropolitan areas have elevated tracks and it's no big deal.

Communication ID: 342660

Name: Sandy Walker

Comment:

Based on the options, I support the Downtown and Ballard Terminus options as they have the least amount of barriers and support the highest volume without citizen inconvenience. There is already so much construction in the city that it's crazy to navigate by car, bike or foot at times.

Communication ID: 342669

Name: John Saunders

Comment:

Please keep the stop in SLU on Dexter Avenue, east of Highway 99. This provides much better access for the dense residential neighborhood around Lake Union than does the alternative stop location on Mercer, west of Highway 99.

Communication ID: 342672

Name: Alyssa Woodliff

Comment:

WE LOVE THIS. Please come to ballard with the light rail. We would use it all the time, and it would cut down on traffic so much!

I think it would really help my commute to Bellevue as well.

Sign us up. :D

Communication ID: 342673

Name: Scott Caldwell

Comment:

Regarding the elevated options for the West Seattle link:

This elevated structure is going to be a major eyesore and will drive a wedge into the W. Seattle community. I predict it will be the Alaskan Way Viaduct of the 21st century. 40 or 50 years from now, people who live here will want to tear it down and replace it with a tunnel or something similar in order to reclaim the harmony and people-friendly nature of West Seattle. Jane Jacobs [look her up] must be spinning in her grave. The elevated guideways cut through and tower over two greenspaces [the Delridge Park and the W. Seattle golf course. They barrel down the heart of the Junction--casting shadows, blocking sunlight, dwarfing buildings and, most especially, people. These structures will negatively transform the center of West Seattle, and we will live to regret this decision if it goes forward. If tunnels are good enough for Beacon Hill, Capitol Hill, the U District and Roosevelt, why the heck are they not good enough for West Seattle? Aesthetics, a sense of place, a feeling of "right sized-ness" and human scale proportion are not minor concerns. They are what make living in a place worthwhile, comfortable, and uplifting. They are worth the money. Build a tunnel and keep the guideways through North Delridge as low as is possible. Thanks.,

Communication ID: 342674

Name: Mark Root-Wiley

Comment:

My priorities are:

Ease of transfer from surface-street transit and connections between light rail lines.

Minimize disruption of residential areas (eminent domain) understanding that some is almost certainly necessary

Future extensibility and prioritization of long-term best solution over short-term costs and convenience

Communication ID: 342675

Name: Michael Quinn

Comment:

I live close to Alaska Junction. Both of the elevated-track options will lower the quality of life for the thousands of people living in this area. The tracks are being jammed in between large apartment buildings, harming views, and the trains will make the neighborhood noisier. I understand these options are less expensive than tunneling, but in my mind they illustrate the old adage, "Penny wise, pound foolish."

Our light rail system is going to be in place for centuries. I strongly favor tunneling under Alaska Junction and building an underground station to terminate the line. Of the underground station options, I think the 44th Ave SW location makes the most sense. It is close to California Avenue, and there are large parking lots north and south of Alaska St. Only the Wells Fargo Bank would have to be removed in order to have an ideal site for excavating for the new station. Imagine building a large multi-level building, with the light rail station underground, commercial enterprises on the ground level, and several floors of parking above. A public-private partnership could build the facility and raise much of the extra funds needed for the LINK tunnel.

Communication ID: 342676

Name: Kimberly Herb

Comment:

I oppose the ST3 Representative Project route and request that you not use it due to the routing of the train down 15th Ave W. Traffic on 15th Ave W is extensive and will grow as Expedia moves into its Interbay office. Having this stretch of road under construction for years, which is one of the primary routes into downtown from upper Magnolia and Ballard, will create unbearable traffic problems. Further, the road is already really congested and trains running will add to the problem. If there were other options to commute downtown for people living in these areas, it would be one thing, but 15th is a major transit route for too many people who cannot afford to have added congestion and construction for years on end.

Communication ID: 342687

Name: Joshua Turgeon

Comment:

My name is Joshua Turgeon, and I live and work in Seattle. It has come to my attention that Sound Transit is considering a route for the West Seattle Link Extension North of Spokane Street that will interfere with Port of Seattle traffic. I strongly oppose such a route and prefer a route south of Spokane Street instead. It is frankly shocking that Sound Transit would consider putting the Northwest Seaport Alliance's $340 million investment in terminal 5, port infrastructure at terminal 18, and hundreds of maritime jobs at risk in considering a northern route.

Kind Regards,

Josh Turgeon

Communication ID: 342691

Name: Nathan Buck

Comment:

In order to maintain the business and residential neighborhoods and allow for continued growth and livability, the Tunnel option for West Seattle should be enacted. It has been the most popular in every phase of this process and should be selected as the option moving forward.

Communication ID: 342692

Name: lynda rickey

Comment:

many of us who reside on Queen Anne are unsure how the light rail benefits us - no connection on the hill and no trolley or transit suggestions to connect to stations.

please address -

thank you

Communication ID: 342706

Name: Donald Padelford

Comment:

Re Postcard, “Share your feedback on route options”

I didn’t find a map of the preferred route or routes. However, as I recall, one big issue is that of a tunnel or high-level bridge under/over the Ship Canal – or alternately a low-level bridge, which will have to be raised for ship transit several times a day. Obviously people prefer the former. Also obviously, this is very expensive, and may in fact break the budget.

So … in the event that a low-level bridge is all the budget will allow, I advocate for a change in technology to BRT (bus rapid transit), which of course is much less expensive than LRT (light rail) and, due to the fact that rubber tires can negotiate a much steeper grade than the steel-on-steel of LRT, would allow a shorter tunnel (or bridge).

Third obvious, “transit weenies” mostly prefer LRT over BRT, but that is a different issue.

Donald F Padelford

Seattle

Communication ID: 342713

Name: Anonymous

Comment:

Yes hi I live on Queen Anne and requesting the number 17 to be returned to Queen Anne. It went from over here by 12 West went directly downtown without a transfer in Fremont and there's quite a few of us handicap in the neighborhood and the other bus lines make it so difficult for those who have trouble walking to make it to all the stops and we can’t even take the bus any more. So I request return of number 17 on Queen end and it comes from Ballard I suppose and it goes by 12 West here in on the right directly down town it was just the greatest bus line and a lot faster than an hour and 10 minutes for transferring. If you wanna go down town it's about a hour and 10 minutes now if you go over the bridge go to Fremont and get transferred across the street transfer on to another bus to go downtown and be lucky if you didn't have both bridges go up on you which is another impediment in having to cross over into Fremont there. Anyway would greatly appreciate it and I know we've asked for it before so I hope you listen someday. Thank you. You can tell I'm not that well and it's hard for me to walk on the E line is just impossible it's dangerous where I have to go to the bus stop with four or five blocks I can't even make it. Thanks a lot.

Communication ID: 342716

Name: Kathryn Silsby

Comment:

I live in 2602 SW Genesee Street and am afraid my home, my community, and the life I have created in Seattle will be destroyed.

I work with Seattle Public Schools in West Seattle, serving diverse communities with a majority of my students in poverty. I was able to afford to buy a home near the communities I support in 2015.

We love everything about our community and are active in all of the attractions in our neighborhood: attending events at Youngstown Cultural Center and Delridge Park, playing games at Uptown Coffee, and enjoying walks through Camp Long, Longfellow Creek, Pigeon Point, and all of the other trails in the area. I can walk to my grocery store, and easily access the bus.

I enjoy living in a diverse neighborhood, and there are other options that need to be considered. For Seattle being a "green city", it seems rather destructive to destroy so many homes, especially while were told to still do updates on home to maintain our value...how wasteful is that?

It's also mind-boggling that we are "stuck" in these homes until potentially 2025, with people no longer buying our homes due to risk of the light rail.

It's fascinating that a highly dense, higher socioeconomic status in Alaska Junction will get a tunnel, but the Delridge/Genesee area will not. It seems as this is a once in a life time decision, it's being poorly planned, and little insight for the future. Can you imagine the density at Delridge and Genesee once a lightrail station is placed there? It will look just like Alaska Junction, except we won't get the tunnel. There has also been much interest in exploring options, such as up Yancy, to be less impactful for families, but Sound Transit seems to offer slight variations of the route they have always intended.

There is no doubt in my mind, that if my home is destroyed, I will leave Seattle. Many people in my neighborhood will NEVER be able to replace their quality of life in Seattle in the Youngstown neighborhood.

I understand we need better transit, but there are better, smarter options. The only people left to live in what remains will be Amazon employees. Am I living in Seattle or Amazonville?

Communication ID: 342718

Name: Jason Adams

Comment:

I strongly support the representative alignment for the Ballard station location on or near 15th Avenue NW.

I strongly oppose a station located at 14th Avenue NW. This would be a shockingly poor location for a station that would reduce the ability to expand the system northward into Crown Hill, make for poor bus transfers for passengers compared to a 15th and Market location, and put the station too far of a walk from the highest density area of Ballard. If light rail was located at 14th and Market I would vote for future legislation de-funding Sound Transit in favor of investments in bus routes improvements from Ballard to Downtown.

I also strongly oppose a tunnel option in West Seattle and will vote against Seattle funding legislation seeking to raise additional revenue for that option. For $700M Seattle would be better served by extending the system deeper into West Seattle/Ballard rather than dig a risky, expensive tunnel that will have few direct ridership benefits.

Communication ID: 342722

Name: Louisa Miller

Comment:

I strongly support a tunnel to Ballard. The tunnel option is vital as it provides long-term reliability for transit users crossing the ship canal. I also support a station on 15th for proximity to the Ballard core and closer access to the current and future RapidRide connections (D Line and future Market St RR).

Communication ID: 342801

Name: Paige Malott

Comment:

Preference for the Blue alignment for the entire project: West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel.

Preference for the 4th Avenue alignment with Cut & Cover Tunnel in C-ID as this minimizes disruption to the Chinatown neighborhood and creates opportunity to activate Union Station and allow for better transfers between light rail and Amtrak. This also allows for less disruption to bus service on 5th Avenue during construction and less disruption to Ryerson Base. This station location would also be complimentary to the Jackson Hub park creation, under study by the Alliance for Pioneer Square.

http://allianceforpioneersquare.org/what-we-do/public-realm/parksgatewaysproject/

For Downtown, preference for the SLU station to be moved to Harrison to absorb more passengers. Would encourage design to include underground passageways for pedestrians to absorb foot traffic at Westlake and Denny crossings.

Preference for a tunnel to Ballard (14th Street Station) as a drawbridge option will cause delays with the train stopping to yield to the bridge raising. There's notable vehicle backup with the current Ballard drawbridge raising; the purpose of the light rail is to have fast, reliable, high-capacity transit. Waiting for boat traffic negates that. A tunnel would also be less intrusive to the neighborhood than a bridge.

For similar reasons above, preference for West Seattle tunnel (44th Street Station) as it improves connections to the bus network while being less intrusive to the neighborhood as a high bridge.

Understandably, tunnels and other features of the alternative routes will increase construction costs. With the population of the region expected to increase 30% over the next 20 years, we must focus on the long-term benefits of investing more money today to ensure a quality, seamless LINK expansion for future generations.

Communication ID: 342805

Name: Anna Schmidt

Comment:

I have read comments from a group requesting that the lightrail run west of 15th Avenue because they are worried over traffic disruption during construction.

I want to voice support for the Interbay link of the Lightrail to run along 15th Avenue as planned. This street is incredibly busy because alot of people live on the north and west side of Queen Anne (including alot of SPU students), all of whom would benefit from an alternative form of transportation.

It is common sense to have public transportation in areas with the most density (or where it will serve the most people). Moving it west would decrease access.

Thank you,

Anna Schmidt

Queen Anne resident

Communication ID: 342809

Name: David Walsh

Comment:

Comments on the Level 3 Alignment Alternatives for the West Seattle-Ballard Link

West Seattle Segments:

Alaska Junction Station:

very strong preference for an underground station, oriented north-south,under 42nd Ave SW.

This alternative would allow a potential station exit near California and Alaska — this is the heart of the shopping district that the station should serve.

The alternative tunnel location along 44th Ave SW or 41st misses the mark of the district's center.

If we are going to the cost and disruption to build light rail to West Seattle, locate stations where they maximize easy connections to existing bus corridors and to the shopping districts (i.e as close to California Ave as possible).

Strongly oppose the representative elevated alignment along Fauntleroy (red in diagram).

The east-west station alignment will make extensions to the south more difficult. We need to consider how a future expansion works, even if that is 30-50 years from now.

The representative alignment frankly destroys the architectural character of the neighborhood which it intends to serve.

Granted this is costlier and may delay the project to tunnel, but the elevated alignment is not worth the permanent blight in this neighborhood. If the elevated alignment along Fauntleroy is built, many residents will wonder if this option was a net gain for this neighborhood.

Strongly oppose elevated approach to the Junction station (orange in diagram).

Due to the hill rising to the north of the alignment , this elevated approach will need to be quite high and will result in the destruction of an intact residential neighborhood.

Delridge Station Location: prefer the station location in the representative project (red in diagram). Locating the station directly above Delridge would allow for more direct connections to the bus routes along Delridge (future Rapid Ride). Other alternatives do not allow for easy and quick transfers to buses on Delridge and are more impactful to intact neighborhoods.

SODO Segments:

Sodo Station: Prefer on grade station directly adjacent to the existing station.

locating the West Seattle-Ballard route's station on grade directly adjacent to the existing stations location would facilitate easy and quick transfers to points south (i.e. airport).

Downtown/SLU/Seattle Center Segments:

Prefer the station locations shown with the Downtown 5th Ave alignment (blue in diagrams).

The station at 5th and Marion would be closer to the Rapid Ride stations along Third (as compared to the 6th Ave alignment).

This would better encourage and facilitate intermodal transfers (train to bus).

Strong preference to location SLU station at Westlake and Denny (and not along Terry or further north on Westlake).

Westlake and Denny is the location for connecting to existing bus and Rapid Ride routes.

Convenient connections equal increased ridership.

Seattle Center Station: strong preference for Queen Anne and Republican tunnel station location.

This is the most convenient location to serve large numbers of riders for Seattle Center and Key Arena events.

Again the more convenient and station location is to stadium users, the higher the ridership.

Interbay Segments:

Smith Cove Station: Prefer either the representative project (shown green in diagrams) or the Ballard tunnel routing (shown blue in diagrams) for this station's location.

The station should have a direct connection with the Helix Bridge to serve both the Expedia project and the Elliot Bay Park.

Interbay Station: Prefer the representative project with its station location directly over Dravis along 15th Ave W to facilitate transfers to the Rapid Ride and serve both Magnolia and QA equally.

Thanks in advance for recording and considering these comments.

David Walsh

Communication ID: 342811

Name: Mario Seijo

Comment:

Hello, I want to provide my feedback regarding the light rail project.

I live in West Seattle and would love to see the Blue line built, ending at the Alaska Junction tunnel on either 41st Ave SW or 42nd Ave SW.

My vote is for a tunnel in West Seattle: West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel

thank you for taking the time to collect feedback.

Mario Seijo

Communication ID: 342816

Name: Elena Zhizhimontova

Comment:

The Seattle Center route looks great and it would be awesome to have it!

Communication ID: 342823

Name: Ryan Paul

Comment:

I think it's very important for the Ballard Link station to be closer to the center of the village area, anything east of NW 15th is at the absolute edge and nearly too far out to be useful. I've lived in cities where transit was placed far outside the area they were intended for and it makes the system much less useful and reflects poorly on the planners and the city.

The purpose of all of the Link is to be useful to the transit riders and the communities they serve. If the Link station is further west in the heart of Ballard it will contribute to a lot of ridership and make the system more useful for a lot of people in Ballard and outside the neighborhood.

Communication ID: 342832

Name: Jan von Lehe

Comment:

thank you for a fixed bridge to Ballard that won't interfere with maritime traffic (or rather maritime traffic won't interfere with light rail)! 14th Ave NW should be just fine! See what you can do to expedite this section of light rail - - the people of Ballard want a decent alternative to lousy bus service or having to use SOV!

Communication ID: 342836

Name: Seth Ely

Comment:

The Ballard Extension should be more inclusive and equitable. Continue north on 15th to Hillman, then connecting to Northgate would support a greater diversity of users and groups than the current plan.

Communication ID: 342837

Name: Joy Patman

Comment:

as a teacher in the community in which i also live, i am seeing my students and their families affected by the choices sound transit is making in west seattle. people will be forced to move, and will lose their residences despite being told they will receive fair market value for their property. they may not want to move and they may not be financially solvent enough to find a comparable living situation in the same general area.

i've been a resident of west seattle since 1996 and have eagerly awaited a public transit option in the form of light rail but i am not happy how facets of this project have been communicated and shared with people who will be directly affected. we all want a viable option and we've been patient to this point, but i feel the location of the light rail needs more consideration, at least in west seattle.

Communication ID: 342844

Name: Natalie Graves

Comment:

Dear project team,

I support the idea of light rail coming to West Seattle and thank you for the chance to comment. However, I feel strongly against the two elevated options near the Alaska Junction. Of the two elevated, the yellow route that runs up Genesee/Oregon is by far the most detrimental.

I live on 40th Ave SW at SW Oregon St. This was the first we've learned of these plans. I understand they've changed between scoping level 2 and 3. I, and many of my neighbors, don't understand the rationale for the yellow elevated route. It displaces many family homes and completely changes the nature of the neighborhood. Although we are close to the Junction and main street California, this slice of Genesee Hill is relatively quiet, with many young families, churches, and schools. If the yellow route is selected, my husband and I will consider moving our family. It would be a great burden/hardship for us and since learning of these scoping options having been worrying tremendously. Please explore all other options - just not the yellow elevated.

Communication ID: 342846

Name: Brian King

Comment:

All of the Level 3 options are terrible for the Delridge community and will make the neighborhood a less pleasant place to live

Please consider including the Pigeon Point tunnel in the EIS as it may prove to be the best option for both the Delridge community and the Port.

I believe that the Pigeon Point tunnel is the Port's preferred alternative. Perhaps they would be open to providing some of the required 3rd-party funding for the Pigeon Point tunnel.

I'd love to see a cost estimate of adding a multi-use path along parts of the ST3 alignment that cross the water above-grade in West Seattle and Ballard. It'll be cheaper to incorporate a safe, reliable crossing when building a new bridge vs. trying to retrofit an existing bridge.

I am concerned about impacts to the multi-use path connecting Delridge to Spokane Street with the south-of-bridge crossing. Please come up with a workable solution during construction.

The latest iteration of the blue's Delridge station looks designed to impact as many blocks as possible. I recommend seeing what would be the least invasive. Perhaps starting the turn from Delridge to Gennessee just a bit further south would impact fewer blocks / properties.

Please include covered bike parking for all the stations.

I think 42nd is the best option for the WS bridge. That's right in the middle of where most of the current and planned development is.

If you do end up blowing up blocks of Delridge for the station, please make something incredible in its place. Please try to make Delridge better off, not worse off, with ST3.

Communication ID: 342849

Name: Krystal Miller

Comment:

I wish we had the funds for a tunnel through West Seattle, but I don't see a solution for this as our legislature works to actively defund ST3 and keeping in mind we would have to fight for additional funding to supplement current ST3 budgets.

With that in mind, I support the ST3 representative alignment. I believe having the 3 stations is key in West Seattle. Delridge serves an unserved and densifying community, Avalon connects to key transit in SE West Seattle, and the Alaska Junction is our commercial core. I would hate to see any of these stations eliminated to save money or tunnel portions of the route. I see future lines could extend south on Delridge rather than N/S from the Alaska Junction station, connecting with White Center and eventually Burien in future expansions. I also want to emphasize support for pedestrian and biking infrastructure to support access to the West Seattle stations. I also see that the ST3 alignment has the least amount of surface alignment through the city, which will keep transit reliable and all roadway users safe by reducing conflict.

Communication ID: 342850

Name: Greg Rushing

Comment:

These comments are only referencing the West Seattle Extension.

Despite the increased cost and potential delays, the best option is undoubtedly a tunnel with stations on 41st or 42nd street. I can't think of any examples where above ground rail has actually improved an area's property values, aesthetics or made walking around a neighborhood more enjoyable. When you think of world class cities, they rarely, if ever, have above ground light rail or mass transit options.

Seattle is a beautiful city and West Seattle has some phenomenal mountain, sound and Lake Washington views. Above ground rail will not only increase the noise in the neighborhood significantly, it will also impact thousands of residents who have to look at 53' concrete pillars every day and hear trains rattling by their windows at all hours.

I imagine the use of eminent domain would be much higher for above ground light rail. Underground tunnels may be more expensive, but they would save the city money and save the residents the cost of displacement.

Given the tremendous amount of apartment development and the existence of a parking garage at the Safeway in Jefferson Square, that seems like it would be the ideal option for a station.

41st Avenue would also be a good option, again due to the fact that it is surround by apartments and more are being developed.

Having the station in the midst of 4 grocery stores (QFC, Safeway, TJs and Whole Foods coming) would make it easiest on commuters. 41st and 42nd accomplish that.

Having a station on 44th is somewhat of a "no man's land" unless you need to stop at True Value! There is no parking and very few apartments on the West side of California.

In conclusion... Take your time, spend the money and do it right! Underground rail is the best option and I'm sure I'm not alone in saying that West Seattle residents would rather wait a few more years than have to deal with above ground rail for the rest of our lives!

Communication ID: 342852

Name: Alexander Weil

Comment:

I am excited to see the city expand light rail. I live on Queen Anne near Five Corners Hardware and somedays I commute to downtown AND somedays I commute to the eastside.

I would love to use the Interbay link rail station but the station is 1.6 miles away from me which is too far to walk so I do not plan on using link rail station.

If there was a bus line that circled around queen anne and dropped people at the interbay link rail station I would use the link rail.

As it stands, the bus line on queen anne is ok. My only issues with the buslines that go from QA to downtown are 1) they are very slow and 2) they typically don't smell very good.

Communication ID: 342854

Name: Matthew Trecha

Comment:

Ballard must be a tunnel. This is a once in several generations project. Any possibility of marine traffic disrupting public traffic is unacceptable. Building infrastructure that can withstand earthquakes is almost a must. A Ballard station must be located at 15th Ave to best serve bus transfers. We can't afford to put the station elsewhere.

Communication ID: 342858

Name: Erica Bush

Comment:

I'm a huge supporter of increased transit options but I am also an urban designer and am extremely concerned about the amount of elevated track I'm seeing in these renders. I lived in Sodo for years which lies in the shadows of dozens of elevated highway systems, and I grew up in Brooklyn which also has many elevated tracks and let me tell you it's a horrible environment to be surrounded by. There is a lack of light, it's loud, the air quality is awful, it's dangerous, it divides the neighborhood, and has terrible environmental impacts. These investments will be massive any way they are implemented and they will impact this city for generations - don't cheap out now, place this infrastructure below grade where it belongs. Imagine Manhattan, Tokyo or Paris if every subway line was above ground, it would have destroyed

those cities and this will destroy Seattle in the communities it's being planned for if you move forward with these options of all elevated tracks.

Communication ID: 342862

Name: Alex Heye

Comment:

I don't believe that either West Seattle or Ballard are dense enough to justify a tunnel at the cost quoted.

I would like to see a Ballard station closer to the center of density in the neighborhood (at or west of 15th and Market).

The downtown station should align closer to the freeway (6th ave) to expand the walkability, and it should be close to a pedestrian bridge over I5 so that First Hill is properly served.

Unrelated, but I wish Belltown also had a station in this plan, but LQA and SLU will have to do.

Communication ID: 342863

Name: Joshua Karell

Comment:

Hello and thank you. I'm really excited about the future of our city with the potential for a world class transit system. And that's the thing we have the chance to get this right now or f@#k it up and live with it our whole lives. I believe basically all choices show be made with the riders in mind. Priorities are: 1 ridership potential/growth, 2 reliability, 3 ease of use(bus transfer integration, station location, station entryway/exitway location, smart station design), 4 expandability.

I grew up in west Seattle and I say a tunnel is waste of money but the way you have the elevated route terminate is unexceptable. It has to be able to run south after the junction with st4. The other west Seattle stuff looks good just make sure the stations are designed/located well for bus transfers. Sodo, CD, downtown, SLU, all don't have to much variation that impacts my opinion that much. Just as I've said before with ridership, reliability, and bus transfers being the highest priorities. Uptown I'm about unsure where the Seattle center location should go but I'm leaning towards mercer since it's more of the center of the neighborhood. Interbay/ballard are key, mainly the ship cancel crossing and the Ballard staion location. There can't be a drawbridge it's crazy to think that trains with hundreds of people are fourced to wait for marine traffic like a pleasure craft. A Subway or a fixed bridge are really the only options. The Ballard station needs to be at 15th with entry/exit ways on both sides of the street. I know it's just a block but please don't put it on 14th that's a huge mistake. And I don't care that much if it's in the ground or in the air but it really should be built with a future line to the east in mind. So in recap priorities are 1 ridership numbers 2 reliability 3 ease of transfers 4 designed with future expansion lines in mind. Thanks so much!

Communication ID: 342865

Name: Curtis Walton

Comment:

I do not support the tunnel option to West Seattle. The added cost does not benefit riders and does not increase ridership. Any money found for a tunnel would be better spent extending the lines further.

Overall, decisions should be made to:

A) Maximize Ridership and

B) Maximize User Experience

As a regular user of of the Capitol Hill station, I would like to see this applied by locating stations in a useful manner and ensuring the best possible transfer experience between lines.

Communication ID: 342867

Name: Paula Wanska Smith

Comment:

Dear Sound Transit Project Team, ELG, Scoping Committee, and Seattle City Council members:

I originally emailed my comments to you on Feb. 18th, but decided to re-send them today with additional information about station location impact on neighborhood businesses and residents. Thank you once again for your attention to this hugely important project for the future of our neighborhoods.

On September 8th, 2018, I attended the West Seattle Neighborhood open house meeting discussing location and routes for the pending light rail station for the West Seattle line. My interest is primarily to eliminate the Alaska Junction station option (Oregon Street/Alaska Junction Elevated (orange line) and Tunnel (brown line) station) where the line terminates at 44thAve SW and SW Edmunds. After the meeting, driving the very streets the light rail will impact, I realized I needed to reiterate and emphasize the conclusions our table had already arrived at.

Sound Transit published Elected Leadership Group (ELG) Recommendations that coincide with many of the comments made by the West Seattle neighborhoods. They recommended to “Do Not Carry Forward the Oregon Street/Alaska Junction station at 44th[orange and brown lines],”but rather to Carry Forward and “Explore Junction station location at 41st/42nd”[purple line]. West Seattle residents who I talked to were very relieved and happy to hear about the results.

I am commenting because of concerns about the station location which have come to light, specifically recommendations made by Dow Constantine and Joe McDermott of the ELG. Per the West Seattle Blog, “It was reiterated here in response to a question that while 44th SW as a possible station location was thrown out by the SAG [Stakeholder Advisory Group] in September, the Elected Leadership Group subsequently decided it should be returned to the mix under consideration.”

The reaction from residents in our neighborhood was_What is driving the decisions now made by our two elected officials, Joe McDermott and Dow Constantine?_They both live in the area and understand the reasoning for eliminating the 44th SW station location option; they ran for office with the promise of protecting and representing our community. Are they now spurning that community, who trusted them and put them into office, for their own future self-

interests? Their decision to suddenly put the 44thSW location back on the table is counter-intuitive, and there is a sense that they are betraying their community.

We know that placing the station at 44thAve SW will not effectively serve the primary requirement of light rail transportation –to move the maximum number of people quickly, efficiently, with minimum disruption to the population and environs– and will have serious negative effects on the West Seattle Junction business and residential community.

It will destroy the special ambiance of the Alaska Junction as a community gathering place and turn it into just another light rail station, complete with the problems it brings (congestion, parking, potential inflow of transients, crime, etc.).

This route requires_crossing California Avenue SW, the heart of the historic iconic West Seattle Alaska Junction_, where many come to congregate, shop, dine, and enjoy the ambiance of a convivial community.

It would_cross next to the West Seattle Farmers Market_at California and Oregon every Sunday.

It would_cross through the middle of the summer street fair_that runs from Genesee south to Oregon, Alaska, and Edmunds.

It would_cross through the middle of West Seattle's monthly Thursday Art Walk_business and community event.

It would be particularly obnoxious if the light rail was elevated, towering above ground, with the noise, vibration, and disturbance of continuous trains_disrupting civic activities and physically dividing the community._

It will destroy parking for local Alaska Junction businesses and community events.

The location will not effectively serve the transportation needs of the population it is intended to serve.

The masses of commuters live in the myriad of apartment complexes to the east of California.It is in an area of high population density, with multiple apartment buildings and new ones under construction, continuing the building trend to the east of the Junction.

Many of these residents do not have cars and depend on public transportation to get to work.

All those apartment dwellers living east of California, such as in the Fauntleroy corridor who could easily jump on light rail if it is located on 42ndor on Fauntleroy, would have to trudge uphill several blocks to the more remote 44thSW location to catch their train every day. If the transportation were more logically placed, it would instead be at their doorsteps.

There is a high percentage of tech workers (e.g. software developers) in the Seattle area, and per the Seattle Times article and chart below, over 23.8% of them use public transportation. Many of them live in apartments such as those on Fauntleroy Way. "There may be a number of reasons why tech workers are more likely than most to take transit, but a major one is certainly access. A lot of tech employers — most notably, Amazon — are located in job centers where transit is plentiful, driving is a major hassle and the cost of parking is astronomical."

https://www.seattletimes.com/seattle-news/data/these-three-occupations-use-public-transit-far-more-than-most-in-king-county/

There would be a greater potential for these commuters to use light rail if it's near their apartment, rather than walking up hill to a more distant station.

The station would be located at the cusp between small local businesses and single family homes. Neither have the population density that would make light rail ridership successful. Single family homes are just that – homes with approximately 1 to 4 persons per household who do not constitute the majority of light rail users. Rather, many are families with children taking school buses, retired senior citizens who wish to continue to live in their own homes, or residents who have cars and garages who can choose to drive. None of these living situations offer the population density needed for the success of light rail transportation, such as is found along the Fauntleroy corridor.

Because this termination point is adjacent to, and in the midst of single family homes and businesses, it would create a major disturbance requiring demolition, forced moves, and for those remaining, noise pollution and vibration, congestion, excessive traffic, loss of easy access to the Alaska Junction, loss of the ambiance of walking around the Junction area, and, for some, resulting in a reduction in property values.

The Seattle City Council recently proposed future "upzoning" changes to increase density, a plan that is distressing for single family residents who have, over years of struggle, built their lives and homes here. However, their density map identifies zoning changes primarily east of California Ave which would not substantially affect the neighborhoods west of the Junction enough to justify a light rail station at 44thSW.

And, a Seattle Times, Feb. 7tharticle reads, "Councilmember Lisa Herbold is championing amendments that would scale back upzones proposed for single-family blocks in West Seattle Junction." Livability concerns are important. A city is not just an entity for an ELG or City Council to manipulate; a city is composed of individuals and families whose lives and neighborhoods need to be honored and respected.

https://www.seattletimes.com/seattle-news/politics/city-council-members-seek-trims-to-seattles-plan-to-upzone-27-neighborhoods/

Dow Constantine was quoted by the Northwest Prime Time publication, Jan. 2019, about a King County Seniors and Human Services Levy, stating that "Our local seniors built the cities and the communities we have today and deserve to live securely in those communities in retirement." Upzoning and disruption of neighborhoods by light rail development would not promote that sense of security.

The station will not only serve commuters who live in West Seattle, but those who work at the many businesses in West Seattle and commute in. For example, Providence Mount St. Vincent at 35th SW and SW Edmunds is an established, senior care living facility that provides transitional rehabilitation care, assisted living, skilled nursing, and day health care. An easily accessible light rail station east of California on 42nd or on Fauntleroy would efficiently serve not only their many employees, but also the volunteers, visitors, and other care community members who frequent the facility.

Since the light rail plan is to extend south to White Center and Burien, the 44th Ave SW termination point requires a curve to bring it back in line to proceed south, requiring a huge output of funds and destruction of neighborhoods.

The other two station options are:

"Golf Course" ending on Fauntleroy Way SW between Alaska and SW Edmunds (tunnel station-blue)

"Pigeon Ridge" ending on 42nd Ave SW between Alaska and SW Edmunds (tunnel station-purple)

The most logical and viable termination point is Golf Course Fauntleroy Way SW (tunnel station-blue).

It is on a wide street, easy to transit with a smooth flow of traffic.

There is potential open space for commuter parking nearby.

Ending at Fauntleroy Way eliminates the need for the rail line to climb the hill to the crest of West Seattle or dig a tunnel through the West Seattle hillside.

It is on a street with potential riders coming from the Fauntleroy ferry dock (including Vashon Island, Southworth, Port Orchard, points west in Kitsap County).

It is in an area of high population density, multiple apartment buildings and new ones under construction, continuing the building trend to the east of the Junction.

Many of these residents do not have cars and depend on public transportation to get to work.

Since the light rail plan is to extend south to White Center and Burien, Fauntleroy Way provides a straight shot, without curves, along a wide transportation corridor.

Pigeon Ridge ending on 42nd Ave SW (tunnel station-purple) could be a second option.

The light rail station would be in the midst of businesses which even now bring a constant flow of traffic and shoppers (next to two grocery stores within ½ block of each other – QFC and Safeway), whose customers could take advantage of light rail transportation.

However, 42nd Ave SW is a narrow street which has considerable congestion from the other businesses which line the street.

Commuter parking would be non-existent.

Single family homes line the narrow street just one block south of the termination point. This community would not offer as much population density as the Fauntleroy option.

Since the light rail plan is to extend south to White Center and Burien, the 42nd Ave SW termination point would require a curve to bring it back in line to proceed south, creating more disruption in the future.

I hope that your studies take into consideration points made by myself and others at the neighborhood meetings. I saw from your initial Summary chart that the most economical choice is the Oregon Street/Alaska Junction ending on 44th Ave SW location, elevated track, because it does not require additional funding. If the problem is that the other termination points are more expensive, then, by reducing the cost of other portions of the routes into West Seattle, the increased cost of the Fauntleroy or 42ndSW termination point could become more viable.

Thank you for considering my comments as you move forward to carve out the future of West Seattle. I hope it is sufficient argument for you to permanently eliminate the 44thAve SW station termination point from your options.

Sincerely,

Paula W Smith

West Seattle Alaska Junction resident

Communication ID: 342869

Name: Taylor Huerta, Allison Huerta

Comment:

Hello,

My name is Taylor Huerta, I live at 2501 SW Dakota St with my wife Allison and our 6-month-old twins, Jackson and Lillian. We, along with around 75 of our neighbors in the Youngstown neighborhood in North Delridge are in danger of losing our homes because of the current Sound Transit plan to build a light-rail station on top of our block. I am writing this letter to ask you to recommend that Sound Transit revisit the route planning process to find alternative route options that will not destroy the neighborhood that we love.

My wife and I achieved the dream of owning a home in Seattle after years of renting when we purchased our house on the corner of SW Dakota and 25th Ave SW in early 2016. This was our first home purchase and we were ecstatic to have found such a great house in the perfect area. This micro-neighborhood is everything that the city of Seattle says it wants, including diversity of incomes, ethnicities and ages, mixed and affordable housing, proximity to transit and the downtown core. If the current Sound Transit plans go through, it will be wiped out. We were devastated by this news when we first heard it from a neighbor back in December.

For our family, this will mean not only a great loss in the equity we have gained over the last three years of owning our home, but also displacement from the city of Seattle. Given current market conditions, we will almost certainly not be able to afford a comparable home anywhere near the area we live in now. We will be forced to relocate far outside the city, disrupting our lives, our childcare and our relationships.

We have seen that there were other route alternatives that would skirt our neighborhood, including a tunnel beneath Pigeon Hill, once under consideration. These options have been taken off the table despite overwhelming support by local residents. Sound Transit has utilized tunnels in other areas, and I implore them to consider that option here as well to avoid the devastating impacts to our neighborhood. I am sure there are other options that could be considered as well, we are open to any that would save our home and the homes of our neighbors.

I appreciate you taking the time to read our story and I hope that it helps inform your decisions and recommendations in this process going forward. I would be happy to talk further if you like, my contact information is below.

Sincerely,

Taylor, Allison, Jackson and Lillian Huerta

206-679-9162

taylordhuerta@gmail.com

Communication ID: 342870

Name: Sharlene McCambridge

Comment:

HI,

I am writing this email on behalf of myself and my family, as well as a number of my neighbors. Many of us found out for the first time last week that our block(s) are now part of an option for elevated light rail up Genesse. The swath the track would cut through this area would destroy the neighborhood.

We love living in an urban area, and have supported all of the increases in zoning, as well as extension of transit. But we shouldn't put cost and calendar over community. The siting for the track should preferably be underground—as it has been in many other Seattle neighborhoods.

Alternatively, if elevated is chosen, it should run up a commercial, pre-existing right of way. The amount of homes that would have to be taken, and the barrier this would create, for what is a thriving community made up of a mix of those who have been here for generations, as well as young families, is simply too high of a price to pay.

I grew up in West Seattle and have lived in this home for 27 years while raising my two boys who are now in college. This is my home and I would like to stay here for many more years.

I've made substantial improvements to my home, as have many others, as an investment in the future. A future that now seems uncertain.

Sharlene McCambridge (Buffington)

4412 38thAvenue SW

206.913.8910

Communication ID: 342871

Name: Jane Taylor

Comment:

I'm a 23-year resident of Delridge and have loved living in my neighborhood. If the current favored route for light rail goes in, the station will be right on my property.

And I'm OK with that.

The tri-county area desperately needs effective mass transit, and West Seattle needs this light rail. Someone will have to be displaced to make that happen. I want Sound Transit/the City of Seattle to treat my neighbors and myself fairly, so that we're able to buy homes comparable to the ones we now own. But I don't plan to stand in the way of needed progress.

Thank you for all that you're doing to make this as equitable for the community as possible.

Jane Taylor

4222 26th Avenue SW

Seattle WA 98016

Communication ID: 342872

Name: BH Global

Comment:

I don't feel like I need to attend a meeting on this, all I can, though, is HURRY UP!

No thinking person living in the Seattle metro area (Uptown, in my case) would disagree with the improvement in mass transit infrastructure. My only qualm thus far has been with the rapidity, or more poignantly, the lack thereof, with which the proposed construction has thus far taken place.

I believe I speak for most of us when I say we are waiting!

I received a mailer containing information on how to attend a local feedback meeting on the planned light rail improvements and I can wholeheartedly say I approve and wish it were available now. So let's go!

Thank you

Communication ID: 342873

Name: Rachel Merta

Comment:

I am writing on behalf of my husband, my son, and myself to give input on the newly proposed elevated light rail lines. My family has lived in Seattle since 1999 and West Seattle since 2003. We always been a proponent of increased rail and transportation alternatives in the city. We live on 37thAve SW, a half block North of Genesee where the yellow line is proposed to go. While we are willing to live through the burden of construction of this project we are not willing to accept the elevated rail plan. For us the only option is a tunnel. For one, elevated rail would be counterproductive to improving the entry into West Seattle that has long been under a very needed improvement plan. Secondly, a tunnel is obviously possible wh with the number of homes that could be displaced. ekelleeen several other neighborhoods in Seattle have tunnels. West Seattle should not be seen any differently than other established communities. We do not want to be an afterthought to extend the rail as cheap as possible. We are willing to pay higher taxes. Lastly, and most importantly, while we support rail for future generations, the current communities and residents whose houses would be torn down and families displaced is completely unnecessary when we have the option of a tunnel. The ability to purchase an equivalent home to those that would be lost seems next to impossible in this challenging Seattle housing market.

I hope you will bring these concerns and thoughts to the Sound Transit board and fight for the right option.

Sincerely,

Rachel Merta, West Seattle resident

Communication ID: 342876

Name: Sara Bernson

Comment:

Having gone to open houses for this before and 2 last summer regarding the replacement of the Magnolia bridge I don't find your illustrations helpful. They are too small or too vague.

Traffic on 15th Avenue West is already bad. How many lanes will be taken away for the elevated light rail?

Have you coordinated with the Magnolia Bridge project? SDOT doesn't want to replace the bridge at it's current location but seems to be leaning towards an overfly just north of Whole Foods. How will this affect the light rail project.

Have you coordinated with the bus system? Currently no buses from Queen Anne or Magnolia go on Dravus, how will people get to the station?

Communication ID: 342896

Name: Tess B Hurley

Comment:

What about FEDERAL WAY????

Communication ID: 342897

Name: Diego Martinez

Comment:

Hello -

I am concerned about construction of a link station in the downtown location (Madison & 5th Av.). We live in 5th & Madison and many of us are concerned about construction noise, hence we oppose on the proposals to build the station there. We had to endured construction of two towers for over three years recently and many of us in our community will be forced to move if construction of the station moves forward in the proposed location. We have experienced several construction projects in Seattle and it is well known that noise regulations are not respected. Trucks start delivering materials and causing noise before noise is allowed. I appreciate your consideration.

Thank you.

Communication ID: 342907

Name: Mikaela Noles

Comment:

I got the other flyer about the Ballard extension and whatnot a few months ago. Over a decade for just for a couple miles of track? COME ON! That's all I can say. There's a lot of great restaurants in Ballard and the buses kinda suck, so it would be great to have a train up there.

However, I just know the corrupt a-holes running this city will suck as much money as they can out of this project. Who knows if they'll ever finish it? If this was Denver, they would've finished those two miles of track within a year. You better step it up if you want Seattleites to take this project seriously.

Personally, I'll be gone long before this stuff is finished (if ever). I only live in Seattle to make money. I'll be in NYC in a few years.

Communication ID: 342922

Name: William Terrance

Comment:

I think this project is absolutely necessary, but not in its current form. The project needs to include the underserved areas of Georgetown, South Park and the industrial areas south of SODO. A line following Marginal Way south (past Boeing) and then crossing the South Park Bridge could include White Center before heading into West Seattle and then crossing the West Seattle Bridge. This would be an important link for an area currently in need of more opportunity and investment.

Communication ID: 342925

Name: John H

Comment:

Strongly prefer a grade-separated (e.g., tunnel) Salmon Bay crossing.

Communication ID: 342926

Name: Amanda Schaffer

Comment:

As a resident of SW Adams St in North Delridge, I am strongly supportive of the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated alignment - the Delridge and Alaska Junction station locations are superior to the representative project alignment, and I believe that a tunnel will be too expensive and delay the operational timeline too much.

My main concerns for the EIS are how to minimize construction noise for those of us who live within a few blocks of the project, and what kind of noise levels we can expect once the lines are in operation.

Communication ID: 342933

Name: Janet Ali

Comment:

This is an opportunity to directly address the needs of a neighborhood that has historically been underserved. The Delridge station needs to be as far south as possible. Thank you.

Communication ID: 342934

Name: Rick Kellar

Comment:

Much prefer the tunnel option for West Seattle. The elevated option would be an eyesore and everyone driving to and from West Seattle would be forced to endure this year after year for the next century. The Monorail which runs down 5th Ave is ugly, blocks light, and is noisy. We'd have something similar with an elevated option especially given how busy Oregon and Fauntleroy are.

Communication ID: 342935

Name: John Davidson

Comment:

Please only consider the tunnel option for the West Seattle light rail line.

As the city has grown so too has West Seattle, demonstrating a smart balance of urbanity and natural beauty. The elevated options you present drive a stake into the heart of the peninsula (the Alaska Junction) and leave residents mourning for the community they fought so hard to build.

While some growth is out of our control, this growth we can--for the sake of current and future West Seattleites--and all Seattleites--please do not proceed with the elevated track options.

Thank you.

Communication ID: 342936

Name: Susan Price

Comment:

I am not in favor of a raised railway because:

West Seattle is a small community and would be overwhelmed with the scale and number of concrete pillars.

The raised rail would greatly diminish the aesthetics of West Seattle. We already have the ugliest bridge imaginable, let's not add another visual eyesore.

I would like you to consider an alternate route over the low bridge and down Delridge. People can easily get a bus to Delridge from anywhere in West Seattle. Delridge is also a major north/south arterial that already serves many mass transit riders. It would also enable the line to extend further south than the current idea of ending in the West Seattle junction. It would be similar to the line that runs down Martin Luther King Way.

Thank you.

Communication ID: 342941

Name: Deane Wang

Comment:

The tunnel option, while more expensive, will maintain the character of the vibrant Alaska Junction "downtown" for years to come. This is part of what makes it so livable and attractive for residents. So many European cities have opted for "character" over cost, and they continue to attract both tourists and residents. West Seattle's long-term history as a desirable, small-scale neighborhood hangs in the balance with this decision. Please favor alternatives that preserve this character.

Communication ID: 342942

Name: Katherine Walton

Comment:

West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel Should be the preferred option. Putting the train elevated or on surface streets just to have to go over an alt way crowded Ballard bridge where it will have to yield to boat traffic is not progress.

Communication ID: 342943

Name: Kara Jean Butsch Nolte

Comment:

For support of both light rail traffic and maritime traffic the tunnel options make the most since. I do wonder why the north end is only as far as Market in Ballard. That excludes all of crown hill.

Communication ID: 342944

Name: Megan Wood

Comment:

Prefer underground light rail option for Alaska junction station.

Communication ID: 342945

Name: Stacia Allen

Comment:

We need light rail in west Seattle, but at the time of vote, we didn't realize the form it would take. An elevated line is disruptive in many ways. Visually for one. Yes, that may seem insignificant but with it comes disruption of a small, community feel.

I'd love to see more effort put into surface or tunnel options.

Communication ID: 342946

Name: Muskaan Rataul

Comment:

Please run the light rail from Ballard, Interbay, Uptown, to Downtown. With all the growth in the area Mercer gets really congested as you are probably aware. With all the construction around Mercer, Dexter, Queen Anne, the new hockey stadium etc. we need to get people off the roads. Love the proposal!

Communication ID: 342947

Name: Brendan Lawrence

Comment:

The West Seattle Junction station should continue so there is a station entrance at the true junction, at California and SW Alaska. This can be done by taking the terminal tracks just one block across California to the west which does not impact the true residential communities one block further west of this.

The extended alignment will put most users in the primary area they desire at the primary junction location.

Communication ID: 342948

Name: Erik Wise

Comment:

I support the tunnel option, as it will not result in displacement of impacted/most vulnerable communities.

Communication ID: 342949

Name: Darcy Perrault

Comment:

For the Ballard Station, I prefer the 14th Ave option rather than 15th Ave. 14th is nice and wide and really under utilized.

Additionally, please connect this station to the UW station via Wallingford and to Northgate via Holman Rd. as soon as possible.

Communication ID: 342952

Name: Patrice Richards

Comment:

I am strongly opposed to the light rail continuing to the West Seattle Junction. You would be taking away the charm and community feel of West Seattle besides adding congestion . The amount of money it would cost for an extension to the junction is probably in the millions . It makes no sense. They should stop the light rail at Avalon or 41st or 42nd street. People can walk the 2 blocks to the junction or take a bus.

Communication ID: 342954

Name: Seattle Central College,Seattle Maritime Academy,Lincoln Ferris

Comment:

I am writing on behalf of Seattle Central College. We operate the Seattle Maritime Academy in Ballard adjacent to two of the alternative routes in the scoping document; the tunnel underneath the canal oriented along 14th and the elevated bridge option landing along 14th. The Maritime Academy maintains training vessels which traverse the ship canal and are docked directly adjacent to 14th Avenue. The placement of piers for the elevated bridge option is critical to our ability to run the Academy. If piers are too close to the approach and departure routes we will be unable to safely operate our training vessels. There is an additional concern over maintaining the navigable waterway once piers are placed into the ship canal. Because the existing Ballard Bridge must be opened for many vessels, ships frequently most stop and hold position awaiting the opening of the bridge. Holding position subjects vessels to wind, currents and wave actions which make maneuvering difficult at low power settings. Placing piers too close to the existing bridge has the potential to diminish the room for safe maneuvering.

Another concern which we would like to see addressed is the noise and vibration generated during construction and its potential to disturb instruction in the Maritime Academy's classrooms and instructional labs. We operate a highly sophisticated computer simulation lab at the Academy to teach students how to steer and operate vessels while underway. We would like some assurance that our racks of computers and associated display instruments will be able to function without disruption from underground tunnel vibrations during construction and subsequent operation of light

rail trains. The same concern about vibration holds for the drilling and potential for pile driving should the elevated option be selected.

Finally, the original proposal for a low-level bridge to the west of the Ballard Bridge would pose a number of challenges for maintaining safe navigation on the ship canal. For larger vessels to proceed to and from the locks both bridges will need to open at the same time. We suspect that coordinating their openings will require more vessels to slow down or hold positions while waiting for the bridges to open. As described above, there are forces which make it difficult to hold a stationary position for a powered vessel in this location; the more vessels that have to maneuver around each other while awaiting an opening, the greater the likelihood of an accident.

We sincerely appreciate this opportunity to offer our input and we commend the Sound Transit staff for their openness in several meetings we have held with them to date. We look forward to continuing a dialogue on the best options available to extend light rail to the Ballard community.

Communication ID: 342961

Name: Erin Watkins

Comment:

The idea of doing a raised, movable bridge is insulting. It's clear no one proposing such a project has ever sat through the Ballard Bridge opening, let alone its getting stuck open during hot summer temperatures. The lines of cars on on 15th during a bridge opening are often backed up to 65th and it is ludicrous to consider building those headaches into light rail.

The density of Ballard is almost untenable for owning a car -- I got rid of mine when I moved there because you can never park less than 2 blocks from your house. If you want to get people out of their cars and into trains, you have to make the train experience as seamless as possible.

Communication ID: 342964

Name: Heather MacClintock

Comment:

I am commenting on the Ballard extension. Please do not choose the 15th Ave W option, as this will create additional gridlock on the already-congested corridor. The full current vehicle capacity of 15th Ave W must be preserved, especially as there are other viable options for the light rail extension. I am neutral as to the other two options.

Communication ID: 342969

Name: Linda Phelps

Comment:

I am over 65 and getting to bus stops is already an issue for me, the green line seems the most commuter, financial , and logical solution....an elevated line , above 15th NW.. My biggest concern is not the line itself but, how to accommodate users. By 2035, use of a computerized plan to pick up commuters near or at their homes to deliver them to station should be incorporated , or PARKING STRUCTURE LIKE ONE AT SEATAC SHOULD BE IN THE PLAN. Why is Ballard so important, why not consider Greenwood, Parking structure could be on the current empty safeway lot without other eminent domain, also less distance and more central to users of area. eliminating more traffic congestion in Ballard. I will likely never see it . 2035 IS RIDICULOUS, MOVE UP TIMELINE, HIRE THE HOMELESS TO GET I DONE SOONER, GIVE THEM JOBS.

Communication ID: 342971

Name: Brian Chambers

Comment:

Please select the plan that will tunnel under the water from interbay to ballard. this will prevent delays and traffic issues.

Communication ID: 342977

Name: Marc Killen-Cannon

Comment:

Hello, and thanks for your consideration!

I'm not strongly opinionated on what sort of path the light rail takes to West Seattle, but we cannot allow demands for a tunnel, and the subsequent cost analyses or funding allocation, to significantly lengthen project timelines or derail it entirely. It's entirely possible that bad-faith participants are going to use scoping as an opportunity to turn the project into an infeasible boondoggle.

Please take care to ensure that we have a guaranteed path to light rail in West Seattle, and that if alternative scoping falls through for any reason, that we can proceed with the original elevated rail plan.

Communication ID: 342981

Name: Alyssa Templeton

Comment:

for the ballard section. I would rather see the train going up 14th street. there are less residential buildings. and it would be easier for pick up drop off at the end of the line. 15th is already too busy.

Communication ID: 342983

Name: Elishema Fishman

Comment:

I'll leave it up to your engineers to determine which type of elevated bridge is best over Salmon Bay into Ballard, but it should definitely be one of the fixed raised bridges, not a moveable bridge. The moveable bridge already has a negative impact on traffic into and out of Ballard as it is, since it gets raised in the middle of rush hour all the time. It also gets stuck at times, which causes a lot of issues.

I also think a station on 15th Ave. makes way more sense than 14th. There may be benefits to 14th, but not only is that farther away from the core of Ballard, but it's in the middle of a neighborhood.

Communication ID: 342997

Name: Chris Hoffman

Comment:

I am commenting about the West Seattle section as I live in that neighborhood. I am in favor of the representative alignment. To me it makes sens to build the project that is already budgeted for and it seems less impactful than the alignments that go through neighborhoods near the Alaska Junction and would have fewer impacts on the junction itself. Using existing right of way on Fauntleroy also seems to be preferable.

Communication ID: 343004

Name: Steven Aykens

Comment:

Please emphasize the West Seattle Tunnel option. It has the least impact on property, aesthetics, and noise. With the station at 44th Ave SW, it helps build a network of transportation options better than the other options.

Communication ID: 343010

Name: Kimberly McCraw

Comment:

As someone who takes the D line every day from Wheeler street, please be mindful of the distance between the Dravus stop and the Smith Cove stop - you may be making it difficult for people who use the D, especially with the 3rd and most expensive option.

Communication ID: 343011

Name: Susan Tregerman

Comment:

To Whom it May Concern,

In learning more about the light rail plan, all I can say is no, no, no. There is no need to bring the light rail into the Junction Area, taking away the community feel, destroying people's homes and changing the face of West Seattle to being a big commercial mess. Original meetings I attended had the light rail stopping at 35th, not disrupting a community. As you must move forward please help retain the dignity of this community,

I impel you not to move forward with this plan. Respecting the citizens of this community.

Respectfully,

Susan Tregerman

Communication ID: 343012

Name: Steven Tregerman

Comment:

The three station options are not a viable option to the majority of homes owners sitting in harms way. The main station should be located down on fauntleroy by Avalon way. Is it possible at this time for the public to know how many homes will be affected and how much money has been budgeted to purchase their properties?

Communication ID: 343013

Name: Bri'anna Smith

Comment:

We want a tunnel. ALL three "alternatives" run the same route through the Youngstown neighborhood. There is a great assortment of races, incomes, and ages through this little two block neighborhood. West Seattle needs a tunnel.

Communication ID: 343014

Name: Tom Sims

Comment:

I feel the cost of the tunnel is justified given the impact on our community. Destroying hundreds of homes is not worth the savings. Added to that is the impact that the elevated track will have on property values.

The tunnel also seems to be better in terms of impact during construction in terms of traffic.

Please dont destroy our neighborhood to save money

Communication ID: 343015

Name: Nigasan Ragunathan

Comment:

For the West Seattle link, I prefer the tunnel option to the Alaska Junction with a station on 42nd Ave.

Communication ID: 343016

Name: Beau Sitzmann

Comment:

I own the property at 3714 sw Oregon st ..I am the first house in West seattle off of fauntleroy. I have owned my property for 13 yrs and am opposed to the rail system taking out my house.

For the record, I oppose this project and will do anything in my power to not have this go through.

Beau Sitzmann

Communication ID: 343019

Name: Rene Bibaud

Comment:

I'm a single mother with a second grade child attending Genesee Hill Elementary school. We chose this neighborhood 10 years ago in an effort to create roots and a stable environment in a good school district in West Seattle.

I voted for the light rail and am a proponent for the system entering into west seattle.

I am NOT in favor of the light rail traveling to the JUNCTION above ground due to the impact it will have in such a dense area, family homes and with so much traffic.

I am in favor of a light rail system on 35th ave . or other less impact areas.

The last year has shown tremendous growth that has had a negative impact on livability of the area, growth that many of my neighbors and I have known was coming but had no idea how dense our area would become.

The current plan of the yellow line, going over homes would impact countless families, many who would be unable to find another home in the school district that they chose to raise their families and would disrupt many of our kids upbringing.

There is a huge disruption to many families who invested in west seattle, not ever expecting that their homes would be affected in this manner.

Our neighborhood is highly involved and plan to continue organizing and fighting every possible step involved in the current plan for the light rail following the yellow line currently proposed as the above ground curve going to the junction . We stand together and expect that our feedback is going to be respected, especially considering the EXTREMELY short notification period of only 2 weeks!

As a supporter for the light rail, I submit my objection to the yellow/orange line affecting and displacing too many young families.

Rene Bibaud

Communication ID: 343020

Name: Adam DeLisse

Comment:

I can't believe the West Seattle yellow option is being taken seriously. Running the line directly through a neighborhood, and putting the stop in the middle of a residential neighborhood, both of which will incur some major expenses in terms of eminent domain, seems like the worst of the three options.

My favorite option is having a stop at Fauntleroy and Alaska SW. This runs the line over a thoroughfare, like every other line in the city, puts the stop in the walk shed of the junction without affecting the appeal of the junction itself, and preserves the South-facing alignment for future extension. I understand there is push back on a Fauntleroy alignment from businesses owners along Fauntleroy, but surely their concerns are mitigated by having a stop nearby to increase

their customer base. Additionally, the most dense housing in West Seattle is at that intersection at Fauntleroy and Alaska as well, which provides for the highest possible utilization of the line.

Communication ID: 343021

Name: Christie Sims

Comment:

I am hoping the board will take into account the impact the elevated north/south train will have on the home of long term West Seattle residents. Many of our homes are over 100 years old and we have chosen to move and live in West Seattle because of the community. If you choose the north/south option you will be displacing many families who have lived here for over 15 years and many homes which have been handed down generations. The residents deserve to have less of a disruption (east/west option or tunnel) than new businesses. Please consider the residents and the families which have made West Seattle the thriving community that it is today over money.

Communication ID: 343022

Name: Sergio Zamora

Comment:

Regarding Route Alternative:

My preference is for the North Crossing with the Tunnel station at 42nd/Alaska. As a resident of 32nd ave SW, I'm very concern about the amount of noise pollution and possible crime that an elevated station on Genesse would generate. Today that street is a residential street where kids play safely. If it is replaced by columns of concrete without residents living nearby, it could become a abandoned area. At a minimum, a park should be built below the elevated station.

Regarding topics to study in the Environmental Impact Statement, please research the:

-Impact of noise during construction

-Impact of noise during regular operations

-Impact of reduction of light in the surrounding area to the station

-Impact of crime in the surrounding areas of bridges and/or elevated stations

-Impact of drug use in the surrounding areas of bridges and/or elevated stations

-Impact of homeless camps in the surrounding areas of bridges and/or elevated stations

-Impact to children development from the reduction of areas to play and bike around as the outcome of adding an elevated station to a residential street

Communication ID: 343023

Name: Adrian Mendez

Comment:

This comment is in a list from SODO to Alaska Junction.

OMF Connection: RED & ORANGE option both are closer to the OMF and allow both directions of the train to access the OMF without having to build a new overpass across the industrial area (Eliminate blue option for OMF)

2. Duwamish Crossing: SOUTH option presents less longterm/permanent issues in regards to its effects on freight and cargo (not to mention it is alot cheaper).

3. Delridge Station: ORANGE option will better fit the north delridge area by allowing the future H line to stop and connect to it Andover st. with reasonable proximity. the orange option will also be very accessible to the NW kidney center.

4. Genesee Street: RED & ORANGE have fewer property effects, the blue line will force some residents to be displaced. However, the BLUE/TUNNEL option will better serve the rest of West Seattle without displacing any homes or businesses on surface streets.

5. Avalon Station: ALL options work well so long at it is within the 35th & Avalon hub, allowing connections to King County Metro buses (21, 116, 118, 119, 55)

6. Avalon -> Alaska Junction: BLUE & ORANGE are great alternatives due to the fact that they end in a north/south direction, allowing for future extension to Westwood Village, White Center, Burien, etc.

7. Alaska Junction Station: BLUE/42ND TUNNEL option works best due to the fact that it is right in the middle of the Fauntleroy/California hub, it is nearby to the current Alaska Junction (allowing connections to the 128, 50, etc.). Busses that are currently serving Alaska Junction help bring everything between Admiral District, Vashon Ferry Terminal, and Westwood Village all together. This is why a station fairly close (NOT 41ST) to Alaska Junction would best server the bus junction and allow for less complications for future expansion SE to Westwood Village and beyond.

Thank you Sound Transit!

Communication ID: 343024

Name: David ST Michel

Comment:

Cannot wait for this project to happen! We need rail transit asap as the population of West Seattle is booming and the buses aren't coping. You have to leave before 630 AM to get a seat on the C-LINE... Is there a way we can make this 2025 instead of 2030?

As far as the different options:

I oppose the ST3 representative project for the elevated section between Avalon and Alaska because

a) the height of the elevated line will be an eyesore in the neighborhood especially by the Junction that has been preserved for years for its look and feel

b) the associated noise level from trains, station facilities, public announcements

The underground alternatives although more expensive will keep the neighborhood surroundings intact.

I do not understand why the Delridge station in the blue alternative has to be in a diagonal. Why not have it in alignment with Delridge like the 2 other proposals? This would allow for future expansion to White Center.

When I see the alternatives for underground stations on 41st, 42nd or 44th, there certainly needs to be no developments on the currently empty lots between now and construction to allow for construction and then access to the station. Need to ensure there is a plan for what type of building (use, height) will occupy the lots above the station.

Wonder if road access and parking are also part of the study as this will certainly bring more traffic (park & ride or even simple drop-off & pick-up) to the area.

Communication ID: 343025

Name: Micah Averiett

Comment:

I advocate the tunnel to the junction in order to preserve West Seattle's culture, long time style and landscape. I am aware that the cost will be a difficult hurdle but in the long run West Seattle will maintain it's appeal and neighborhood beauty. If the tunnel is not an option due to budget shortfalls, I would prefer the raised track over Fauntleroy. This is my final answer.

Communication ID: 343026

Name: Gary Reifel

Comment:

I support the proposed Tunnel (Blue) line option. The alternatives, although reportedly less expensive*, will dramatically impact existing traffic flow and cause the loss of both residential and commercial properties which we need more of not less. Good land use policy to go below ground and position the Junction station for future expansion toward Burien and SeaTac. Traversing through the underutilized port property toward Delridge is also a good idea, reducing the negative impact to existing homes and the long fellow creek green space.

*The cost of removing homes and apartments along Genesee St. to support the elevated designs will be very expensive. The $300-700M in savings will disappear and West Seattle will be left with a less functional design and cost overruns. The Tunnel is our best option.

Communication ID: 343027

Name: Andrew Curry

Comment:

West Seattle deserves the same neighborhood character and preservation considerations that were afforded the more affluent areas that got tunnels. I'd rather have bus rapid transit than an elevated light rail. Elevated tracks are ugly and will displace the traditional festivals and community events we have here. Revisit station placement and be better negotiators and don't waste so much on giant glass stations.

Communication ID: 343028

Name: Vivienne Nguyen

Comment:

As a public transit user, I am very excited for the light rail link extensions and the opportunity to create greater access and mobility to more travelers. However, as a resident of a condo located on Avalon Way and Genessee, I have a couple of concerns

Visual Impact

West Seattle is a community that has very little high rises and very few tall structures. Placing an elevated railway that averages around 50 feet and escalates up to 90feet in certain areas would change the visual landscape of the community, obstruct views, and change the vibe of the neighborhood. Visually, the plans force West Seattle into becoming an urban hub with concrete/cement/metal in the place of what used to be homes, trees, and walkable sidewalks.

2. Lack of Parking Plan

Due to the way homes were built in the 1930s/1940s when many original West Seattle homes were built, most parking is street parking. It is concerning that NONE of the plans contemplate parking for current residents or commuters using the light rail. It would be pretty predictable to see that people would want to park near or close to the stations and to now have any plan in place to strategically think about that impact to the neighborhood or any alternatives for residents who will need to compete with other light rail commuters, I am concerned that the light rail is therefore going to result in people having to park very far from where they live. Additionally, car theft is one of the major crimes in the area and having more cars that are not known in a neighborhood reduces the ability of neighbors to watch out for each other, as has been informally implemented in many neighborhoods here. Finally, no permit system or permit priority for parking has been discussed for parking. If parking for homes is eliminated, this seems like there should be a fair market value basis for making whole those who must then resort to paying for parking through private vendors/parking sites elsewhere.

3. Loss value to individuals and community in terms of property and displacement without comparable alternatives in a similar location.

Any project that intends to potentially buy property in order to build the necessary structure and supports will result in some residents losing their homes. While, I am aware that eminent domain is a way for the government to carry out meaningful capital projects and infrastructure plans, I am concerned that people of my economic status or lower will not be able to afford to live in any comparable place in West Seattle. Therefore, it is not just buying of property, but it is

displacement of a community of people who chose to live in West Seattle for its proximity to downtown yet feel of being far from the bustle of the city. Due to increases in population in the region, lack of new middle-class housing/affordable housing being built in West Seattle, and decrease in land and space, it seems like this extension project is prioritizing transport versus trying to build and sustain a thriving and diverse community.

Thank you for your time and for making this comment period possible!

Communication ID: 343029

Name: Richard Hodges

Comment:

The only option to consider for West Seattle is clearly a tunnel. An elevated light rail system is ugly and noisy and will destroy the character of the neighborhood in addition to decreased property values and displacing many homeowners.

Communication ID: 343030

Name: Brian Bloudek

Comment:

Please focus on a tunnel option. Additionally, consider last mile parking in the junction. I currently live on beach drive and an overriding reason I don't take mass transit from the junction is lack of parking and reliable service. Assuming the light rail provides reliable service, if there's no parking in the junction its a non-starter. Alternatively, the Ride 2 App is a fantastic idea. Unfortunately it doesn't quite go south enough. That's another way you can solve the last mile problem and get massive ridership on the future light rail.

Communication ID: 343031

Name: Kate Christian

Comment:

You need to tunnel in West Seattle. With a tunnel the push back against destroying homes and the neighborhood goes away.

Elevated rail down a residential street makes no sense. Why is in not going down Fauntleroy? It has capacity and makes more sense as a path to the Morgan Junction.

Property values are going to plummet as you ruin views and increase noise down 41st Ave SW. Right now I live on a quite street where kids can play and you want to have a screeching light rail there instead. https://stopthetrain.org/how-rail-impacts-home-values/

https://www.brickunderground.com/blog/2011/04/living_next_to_an_elevated_subway_track_first_the_train_then_the_car_alarms

4)The lack of a tunnel in West Seattle would show the distain it has for this neighborhood.

PLEASE GO WITH THE TUNNEL OPTION.

Communication ID: 343032

Name: Kate Christian

Comment:

They should take the cheaper Duamish crossing and the tunnel. Having a tunnel in the heart of West Seattle instead of an elevated train is worth it for our neighborhood

Communication ID: 343033

Name: Theodore Prince

Comment:

Tunnel option is by far the best in that it preserves the character of dense urban areas of the neighborhood by limiting the above grade impacts. I prefer the tunnel alignment to 42nd the best.

The presentation at the Masonic Hall 2/27/2019 seemed stacked against the tunnel options by including portions with the most displacement near Avalon which are not necessary to tie with the tunnel option. Also, why was the $300M “extra” tied to the tunnel option for the southern crossing of the Duwamish which gives people a sense of this option as blowing the allocated budget away when that crossing is not required with the tunnel alternative. The $700M overrun also seems inflated since the displacements and property acquisitions associated with the turn through the Avalon station area are not required for the tunnel option.

I would like the alignment to be shown and priced for the tunnel option with the least cost for the above grade areas and then we can get a true sense of the actual costs of this option.

An aside on the graphics at the meeting- why were there no renderings of the station entrances and placements for each of the 3 tunnel station options? This seems to again shift focus away from what West Seattlites truly want, a tunnel!!! We are tearing down an elevated highway on the Seattle waterfront yet building elevated tracks with all the negative impacts throughout our community (noise, displacement, eyesore, blocking our view corridors and many more!) Please don’t rush into the elevated option because it’s easy.

Communication ID: 343034

Name: Annika Swenson

Comment:

My husband and I recently moved from the Los Angeles area to West Seattle, specifically for the unique, walkable, welcoming community it provides. We purposely chose a house right off the Alaska Junction so that we could be a part of this community. However, we are also aware that the Seattle area, and West Seattle in particular, are growing and changing, and are not expecting the neighborhood to forever remain the same. With that context in mind, our comments are below:

Route and station alternatives. We believe the tunnel alternative is the best option for West Seattle. While it is easily the most expensive option, the tunnel alternative also best preserves the character and communities of West Seattle -- key factors which brought many residents to the neighborhood -- while also allowing for future expansion. It also theoretically avoids any cost related with residential displacement. Regarding the representative project and first alternative, it is hard to imagine that the first alternative results in the same cost as the representative project when many more residents are displaced. There must be significant cost associated with time spent negotiating with and finding new homes for displaced residents, in addition to actually purchasing all of these properties. It seems more likely that the true cost would be closer to that of the tunnel alternative (ex. 200 homes x $600k each = $120M). The representative project is an acceptable option, as it travels along an already busy, built-up street, though lack of potential future expandability makes it the most short-sighted option. Additionally, both elevated options would potentially ruin the current beautiful view we have of the Olympics to the west and the Cascades and Mt. Rainier to the east.

Topics to study in the EIS. We agree with the listed topics and have three comments.

(a) Within the scope of "Economics", please consider as many financial aspects of each option as possible. For example, consider the man-hours associated with finding new housing for temporarily and permanently displaced residents.

(b) Please be sure to include impacts during construction as well as operation. For example, can residents stay in their homes while a tunnel or elevated rail is being built underneath or very near their homes? If not, what are the financial impacts of temporarily housing these residents?

(c) For all topics, please also include potential future impacts based on expansion plans for which the two alternatives are set up. For example, within the scope of "Acquisitions, Displacements and Relocations", how many residences might be impacted by potential future expansion of the first vs. second alternative?

Project purpose and need. We agree with and support the stated project purpose and need.

Communication ID: 343037

Name: Amir Sadrpour

Comment:

Please do not demolish houses and disrupt neighborhoods. If you need to build an elevated route to save money, find alternatives routes through the main roads/streets (e.g., ST3 proposal). The west Seattle Elevated (colored yellow) has a terrible negative footprint.

My comments for the three proposals:

1- West Seattle Tunnel: the minimum impact. While it is the most expensive option, such tunnels have been considered in other highly populated areas such as west-lake station, Bellevue, I-99 tunnel, etc. Please investigate options to

reduce the cost of this proposal, for example $700M is too high considering the length of the tunnel. I support this proposal the most.

2- ST3 Representative- red: The next alternative with moderately small impact on the neighborhood. The main issue is extension of this route to southern part of west-Seattle. If that is a concern please consider alternative paths through the main roads/streets such as going south through Fauntleroy Way Southwest. Do not destroy houses along your way.

3- West Seattle Elevated: terrible alternative. This destroys my neighborhood as i know it. My bedroom window will open to concrete walls, and my family will have no privacy as the station entrances are feet away from us. Most of my neighbors will be displaced. The remaining have to deal with: (1) construction pollution, noise, dust, traffic 50 feet away from my house (2) constant noise and vibration right across our walls, (3) potential decrease in property values for those houses very close to the rails, (4) the elevated nature of the structure can attract homeless people, (5) the rail itself is an eyesore. Simply put, I would never purchase my own house as a buyer if this proposal is implemented.

Please do not implement West Seattle Elevated Options, Please do not displace people nor destroy houses in our beautiful vibrant neighborhood. Go with the tunnel or if funding cannot be acquired, the ST3 representative proposal.

Communication ID: 343042

Name: Michael Tench

Comment:

I live in the junction area of West Seattle as has my family over 100 years.

We need light rail for future, but please only a tunnel project and not elevated rail. West Seattle is a residential peninsula and an elevated system at 50 feet in the air is way out of scale to the community.

Please bring in the train through a tunnel. We have gone this route with the other residential areas of Beacon Hill and Capital Hill. West Seattle should be no different. The elevated routes work to the airport and the route to Ballard and past Northgate, because they run on or by major roads and don't plow into the residential heart of the area they are to serve ..

Spent the extra money and time to get this right. We have just torn down the viaduct to reclaim the waterfront and we realized the harm done when I-5 plowed through Wallingford 50 years ago.

Let's plan this one better for the next 100 years.

Thanks, Mike

Communication ID: 343045

Name: Justin Tims

Comment:

We must tunnel through the junction in West Seattle. Our Children and grandchildren will thank us! We just tore down the viaduct we don't want to build another elevated structure that people will want to tear down later

Communication ID: 343046

Name: Charles Moore

Comment:

Exciting! Prefer tunnel options. Less impact to city life and more reliable service is a smarter investment.

Communication ID: 343047

Name: Josh Clothier

Comment:

Please keep to the ST3 representative route for West Seattle. The new California/Alaska junction options go right through residential neighborhoods and are far away from what was envisioned when people voted for this.

Communication ID: 343049

Name: Mark Lenssen

Comment:

My observation is that the Sound Transit team working on the West Seattle alternatives are attempting to torpedo the tunnel approach into the Avalon and Alaska Junction stations by inflating the "extra" costs and potentially dismissing costs from the baseline ST3 scenario (and the elevated alternative). I will be strongly supporting an independent review of the cost estimating because ST doing this themselves is a conflict of interest. They are not really concerned about the impacts in a neighborhood, they just want the rail built. I don't trust this organization to provide true and transparent information both to the public as well as the people selected to "represent" the people in the Elected Leadership Group, the Stakeholder Advisory Group, and finally the ST Board. Any elevated options ruin many aspects of the Avalon and Alaska Junction areas. The overhead structure is massive and while putting that in place in locations such as the airport or the south bellevue P&R might be okay due to the major transportation infrastructure already in place at these locations (I hear Northgate also looks pretty daunting), putting this infrastructure into a neighborhood is really unacceptable.

Also, the Level 3 Delridge station alignment makes no sense and was not previously reviewed by anyone, so it shouldn't have slipped into the Level 3 alternatives. It appears this nonsensical alignment was dropped in to elevate the costs, and again, support torpedoing the tunnel alternative. This appears to be a strategy of ST because it is not logical. Keep the Delridge station on Delridge. Displace as few residents as possible and get station as close to the bus stops on Delridge near Andover.

Regarding the "north" alignment of the West Seattle bridge, it seems largely a waste of everyone's time to even consider this. While the "steep slopes" are a concern for the south alignment, at an additional cost of $300M to avoid that seems simply very poor judgment. There seems very little benefit to evaluating this alignment, nobody at the open

house could figure out why it was there, and the ST staff we asked didn't have any answers either. Stop wasting our time with your strategy to torpedo the tunnel alignment.

Finally, please stop ignoring the people's input on this project, which largely seems like a check the box activity for the ST team. Nobody in West Seattle wants an elevated alignment at Avalon or Alaska, it displaces too many people (and leaves too many properties in waste), it looks ridiculous in a developing urban district, and it would severely impact the already very difficult commute challenges in and out of this area of West Seattle.

I plan to write an Opinion article in the Seattle Times to highlight what seems to be a harsh strategy of eliminating the best option for the West Seattle Community, all to rush ahead with a poorly laid out plan for the original ST3 alignment. That reminds me, when West Seattle supported the vote for ST3, the assumption was it would be underground like many other locations in Seattle. Before the vote, there was even markings on the ground where someone estimated the entrances down to the station would be. Yes, that was a lack of awareness on our part if the ST3 package truly intended for an elevated alignment, regardless of that, elevated stations in this neighborhood just don't fit. Let's put an elevated station at each of the ST Board's homes and see if they think a tunnel is a better approach.

Communication ID: 343050

Name: Rick Elms

Comment:

I live on S.W. Dakota and 37th S.W. and I don't like that this is going up a non arterial street filled with houses and a least 3 private schools and 2 important local churches. Go up Alaska if you have to build this system. I fear this could ruin West Seattle if not done correctly.

Communication ID: 343058

Name: Derek Guist

Comment:

I live in Ballard near Ballard High School and work downtown. Here are some of my opinions on alternatives. Without naming the specific alternatives I'll give features that I feel should be prioritized.

I feel like it is essential that the route arrive in Ballard underground. The primary reason for this is future expansion - if it arrives above ground, finding right of way to continue the line north or east of Ballard becomes extremely difficult - it is a dense neighborhood without a lot of options. Underground allows you to go anywhere, not to mention keeping the above-ground landscape more open to light.

I very much object to the notion of removing a lane of traffic from a surface street to support surface or elevated rail - while everyone wants to encourage mass transit use the reality is that many people still need to and will use cars and with the population booming we cannot afford to reduce the capacity of our current surface streets - sitting in traffic reduces people's happiness and increases pollution. So I would be against any route that would reduce surface street capacity.

The route over the canal must not be a moveable bridge. Mass transit should never stop and wait for a sailboat or two - it makes a mockery of mass transit. It is not enough for the bridge to remain down during commuter hours. With the

massive population growth of our region, mass transit must be an option at all times, not just commuting times. Stopping for a bridge lengthens a trip and thus reduces ridership.

I think it's important that the Ballard terminus be between 17th and 14th - as close to 15th and Market as possible. There is a reason the rapid ride goes up 15th and not 24th - it serves more people that way and light rail would be more useful if its terminus was more central - basically the alternative that ends over near 20th is too far west.

Communication ID: 343062

Name: Gregory Zornetzer

Comment:

Recommendation generally reasonable. If possible, it would be good to provide easier access to the shopping near the Armory in Interbay.

I don't have preferences about how to get across the water.

Communication ID: 343063

Name: Kara Loeppky

Comment:

Hello,

My name is Kara Loeppky and I reside at 4411 38th Ave SW in West Seattle. I'm a stay at home mom to a four year old and six year old and I have lived in our home for over four years now with the hope of making this the home where my children grow up.

I would like to give my feedback for proposed link extension routes coming through West Seattle, particularly the Genesee yellow line. Given that the yellow line directly impacts me and would displace my family and our neighbors and destroy the neighborhood we love, I would appreciate it if this option was taken off the table. This impacts people's homes and the investments both in time and finances we have all made to make this neighborhood our home. Additionally, it's very concerning that most of us in our neighborhood were not made aware of this directly. I learned of the route from a neighbor towards the end of January.

I would like to propose an underground option (as other Seattle neighborhoods have received) to be chosen in order to maintain the special neighborhood feel all of West Seattle has and to reduce impact on individuals.

If above ground must be chosen, then let's choose a commercial route up Fauntleroy that is already used for right of way traffic. As other neighbors have pointed out, why does West Seattle have to be the place where the link extension destroys homes and a community we've all built here - many neighbors have been here for decades!!

Thanks for considering my feedback.

Kara and Steve Loeppky

Communication ID: 343067

Name: Tomasz Biernacki

Comment:

Comments for the federal scoping and for SAG, ELG and STB: Build the tunnel!!!!!!!!!!!

I live on the corner of Avalon and Genesee in a 20 unit condominium building. 19 units in the building are owner occupied. We are a diverse group of WS residents who love living here and we take pride in maintaining our building and neighborhood. There are retirees, professionals, parents and immigrants who live here. I'm on the board of directors of our HOA. Majority of our residents in this building will be displaced permanently. We have been looking for alternative places to move but they are simply not available to anyone in this building based on the market rate prices out there. The new yellow alternative will either pass above or within feet of our building. It is unclear if we would be losing our property to this alignment. I feel the red and yellow alignments are absolutely the worst possible environmental impact on the neighborhood. No only will this project displace 100's of families with nowhere to go but the noise and visual impact will devastate the west seattle neighborhood as a whole. The noise levels of the train running within feet of residential units, these trains are not silent, people need to sleep and have some rights! Not to mention years and years of 24/7 construction! The concrete jungle and "canopy" you will create is completely counter any idea of what a livable neighborhood should be. We are not a freeway, we are not a industrial zone! I have been involved in the process for a while now and even took the time early on to create some 3D images to get people more interested in the project. As for me and my wife, we are heavily involved in the community. I work with the homeless and my wife works with anti human trafficking. If you build the red or yellow alternatives you are pushing us out of our community permanently. We cannot afford to buy another unit like the one we have because they are simply not available in the area. (we have been looking for over a year trying to decide what to do with this monstrosity hanging over our head) That is the unaccounted human cost that our neighborhood will lose. Your spreadsheets never account for this loss. So when you are saying that the tunnel is expensive, please understand that it's more expensive to loose the good people who live, work, and make the community special. I wish the people making the decisions would stop bean counting for 2 min and consider this larger picture! I support public transit but for crying out loud, build it right, put it under ground ASAP and minimise the damage this will create for West Seattle and its diverse neighborhoods. We want this to be a compliment to our neighborhood and not a burden! We are tearing down the viaduct in a celebration of a green future while you are trying to shove 100's of millions of tonnes of concrete over our heads. Find a way to build the tunnel or this whole thing is a permanent disaster on our community.

Communication ID: 343068

Name: Paul Dieter

Comment:

I enjoyed the open house last night. I heard much about the cost differential between the elevated and tunneled options. What I didn't hear was a formula calculating the home value impact radius of an elevated line through the neighborhood vs tunnel (Genesee/Junction Neighborhood). Anecdotally from experiences viewing transit worldwide it seems that areas around an elevated transit line are significantly depressed compared to areas around buried lines and stations. So while it maybe $700 mil differential in construction costs that is not the total differential impact on the

neighborhood or city. If a home currently taxed at $975,000 one block from the route looses valuation because of lost views, noise increases and a devaluation of the homes going closer to the line; then the city too looses tax revenue. While on the flip those same homes now within a few blocks of a buried transit station would increase in value and tax revenue potential.

I would like to see the EIS include these factors in a total differential between the two choices as an examination of true costs to the community. How many years of tax increased tax payments would it take to “pay off” that $700 mil? (also factoring the lost tax revenue in devaluing the neighborhood)

Obviously there are at least two huge environmental impacts on the neighborhood from the elevated line that would also produce zero impact with a buried line. Noise and interrupted views.

The noise factor will be even greater given the sweeping turn in the line. Link has already experience unexpected noise issues from trains on turns in the line. This elevated proposal brings a long sweeping turn right through an otherwise undisturbed neighborhood. No one could give me any quantitative description of the “sound footprint” of the rail line elevated through the hillside neighborhood. The topography of the the Genesee slope seems to present additional concerns in that because of the steep hillside many homes as far away as 3 blocks could be line of site on the elevated rail line. I would like to see a detailed decibel footprint overlay of the neighborhood that takes into consideration the elevation of the line and the topography. This will also be helpful in factoring the impact on tax revenue and home values described above.

As I rode my bike to work today down Genesee turning onto 38th to fauntleroy I looked up at the homes along the street. The beautiful warm sunlight was illuminating the front of the homes, reflecting their valuable eastward views of the Cascade mountains and more. All that would be gone. On the other side of Genesee their views of “The Mountain”; gone. For those even blocks away their current valuable (both in home value and personal) view to the cascades and Mt Rainer would be grossly marred and devalued.

These devaluations are not temporary, they aren’t limited to one administration or even generation, they are permanent for all time. This permanent disfigurement of a delightful urban neighborhood should be fully compared to the $700 mil price tag.

Communication ID: 343069

Name: Mike Mizell

Comment:

The West Seattle tunnel option is by far the most popular option with all the current residents and business owners in the area. The two aerial options are very intrusive, and is reminiscent of the "L" in Chicago. One of the unique aspects of West Seattle is that it has an atmosphere of a sleepy town, yet it is so close to the city, which running an aerial route through the heart, would completely remove that character. West Seattle residents have suggested other alternatives that would help to pay for the tunnel, including reducing from 3 West Seattle stations to 2, which I think should still be explored. I, and many other residents have commented multiple times throughout this West Seattle scoping process, and we always feel as though our comments are simply falling on deaf ears, and that Sound Transit will just proceed with the ST3 Representative Project no matter how much objection there is. I hope this is not the case, and Sound Transit listens to us, and opts for the West Seattle tunnel.

Communication ID: 343071

Name: Jennifer Howard Kicinski

Comment:

I would like to strongly oppose the elevated station at 41st and Alaska option in West Seattle. Running an elevated track through the neighborhood is a terrible plan. Not only would it displace families who live along the intended route, it would negatively impact the immediate surrounding neighborhood indefinitely (see Alaskan Way viaduct as an example of the unfavorable outcome of elevated transit). No one wants to live under a train track or next to one. This plan is directly at odds to the other proposed plan of zoning changes in the same neighborhood to allow more multi family housing. Again, no one wants to live under or next to a train track. While more expensive, the tunnel options are clearly a better choice for the long term health, vitality, and livability of the neighborhood, and offer the ease of expansion for the light rail line in the future. The current proposal of an elevated line on Fauntleroy, is a more reasonable second choice, in that it does not encroach as far into the neighborhood, however the tunnel plans are clearly superior in that they allow for little impact on both the residents and businesses located in West Seattle.

Communication ID: 343077

Name: Jasmine Biernacki

Comment:

I implore you to recognize that any elevated option maximizes the negative impact to the community, both during and after construction. Building an elevated track will effectively destroy the look and feel of the surrounding neighborhoods - eliminating the reasons that many of us choose to live in West Seattle. We live here because we enjoy our neighbors, we enjoy spending time in the Junction, and we enjoy the fact that we can walk most places. Having a massive elevated track would change all of those things. While it is vital to bring in more/better/efficient transit, let's not destroy the community in the process.

From an EIS standpoint, installing an elevated track will:

-displace the maximum number of West Seattle residents in a city where housing is already in very short supply. I've spent quite a bit of time looking at real estate recently, just in case an elevated option is selected. Inventory is so low in the price range of most of the potentially impacted properties that there will be nowhere for us to go. Most of the people in my building (and those surrounding) don't have the resources to upgrade because ST "needs" our land. Many of my neighbors are retired or work jobs that don't pay enough to buy a home at the current median sale price of $695,500 (per Zillow).

There will literally be hundreds of household vying for the same handful of properties. It's absurd. If we have to relocate we not only lose our housing but will likely have to find new jobs because we won't live anywhere near our work anymore. It's not as simple as "just relocating." This alignment decision has the potential to be life-changing for many West Seattle residents.

-greatly increase the amount of noise and vibrations for all residents within a few blocks of the track. This isn't a small thing: increased disruption means that we can't sleep properly which translates to lower work performance and negative long-term health consequences. Further, many people telecommute. Having a gigantic construction project across the street, for years, is not conducive to success.

-strain all of our small local businesses. I'm sure that Starbucks can make it through a few down years, but locally owned businesses likely can't. Our local businesses are the heart of our community.

-cause major traffic disruption during the construction process of any track that crosses Alaska, Fauntleroy, or 35th, traffic to get in/out of West Seattle will be unbearable. We all still have to get to work/school/appointments. Because of the geography, we have limited options: don't block them.

-have a detrimental aesthetic impact on the Junction business district.

I fully understand the financial challenge, but, please, don't ruin West Seattle. Find a way to raise the funds so that we can increase transit availability without completely disrupting the lives of so many residents.

Thank you for your consideration.

Communication ID: 343080

Name: Sonja Clemente

Comment:

Hello,

I just wanted to share a thought or two regarding the routes planned for West Seattle. I have lived in West Seattle since 1950.

We of course are happy to see light rail come to our neighborhood.

I would like to see light rail come to West Seattle using the tunnel option. Purchasing land above ground would not influence the community as much. Just at the stations. This way we would not have tracks making traffic worse and littering up our streets. The streets under Spokane Street are bad enough as it is. Cars and trucks are not going away. Any large city back east or in Europe use tunnels. The University of Washington District got a tunnel, most people I've talked to don't even know that. West Seattle needs a tunnel right under the Duwamish River. It could eventually go all the way to the Fauntleroy Ferry relieving traffic from Fauntleroy. No worries about the West Seattle bridge hump during snow storms. People could take the light rail.

Thanks for taking the time to read this,

Sonja Clemente

Communication ID: 343084

Name: Brooke Collins

Comment:

Would you consider consolidating two of the stations (no Avalon Station but yes Junction Stations) to save money for one of the tunnel options?

Have you considered using commercial property near the Junction to get to a N/S orientation (Bank of America, continuing the line down Fauntleroy and not entering the Junction)?

Have you considered the ultimate long term costs of redeveloping the Genesee Hill neighborhood that is currently full of single family homes? The displacements this would cause are greater than just the homes in way of the track. What happens to this large area of currently valuable land after it becomes highly undesirable wrecked by an unsightly and noisy elevated rail.

Have you considered longevity and safety of a tunnel vs elevated rail?

Why is the N/S orientation so important? Are there plans to expand the light rail? Is the junction the right location to expand into White Center/South Seattle or could it be done from SoDo?

Communication ID: 343085

Name: Kim Pearson

Comment:

I think that Sound Transit should take the following steps regarding the West Seattle Link Extension:

I recommend the West Seattle Elevated option because I think that elevated trains do not have as negative a visual impact as people expect (see Vancouver's Sky Train) and it will cost less than the tunnel version. Plus, it will be out of the way of traffic compared to the ST3 Representative proposal. Meanwhile, the tunnel option will probably take longer to complete, and we cannot afford to wait much longer for high-speed transit options in Seattle. Finally, the money saved from not undertaking the tunnel version can probably be used to extend the Link to the south from the future Alaska Junction station.

Use the south crossing over the Duwamish River because it will cost and impact freight/industry less.

Provide a station on Delridge, between Andover and Dakota street, in order to have seamless connection to the RapidRide H Line and better serve residents who live in South West Seattle/Delridge.

Provide a station on 42nd Ave and Alaska because it is closer to the Junction, and thus bus connections, but would be less disruptive to single family home neighborhoods on 44th Ave. Plus, having a North-South station would allow for further expansion southward to White Center, etc.

Communication ID: 343091

Name: Dennis Noland

Comment:

Good evening,

I'm Dennis Noland.

I want to thank Sound Transit for scheduling a public meeting specifically for the Delridge light-rail station placement and for assigning additional time to consider routing options that would minimize construction impacts on 2 square blocks of North Delridge / Youngstown residential properties - the homes between Delridge Way and 26th Ave SW, and SW Genesee and SW Dakota Streets.

These two square blocks have a high density of housing, there are 90+ family homes. The density continues to increase with 4 new homes under construction and 18 more in development and permitting phase.

Many residents of the neighborhood are low-income and are people of color. In the 4100 blokc of 25th Ave SW, the Seattle Housing Authority operates a duplex that houses immigrant famillies. This mis of affordable homes is exactly what the leadership of our region professes we need more of. It's a neighborhood that should be served by light-rail, not destroyed by light-trail.

From families with young children to retirees, this Youngstown neighborhood is a textbook example of everyting the City of Seattle professes it wants...diversity of incomes, ethnicities, ages and life styles; families, retirees, and multi-generaltional households; mised and affordable housing; easy access to the city core; increasing density; and superb transit service.

It's craziness that this neighbohrood's heart and soul and profound sense of community could be wiped out by light-rail. If current planning moves forward and alternatives are not put on the table, you will upend our futures and our families; you'll wreck havoc with the investments we have in our homes. The residents of Youngstown love living where we are; we do not want to lose our homes or our neighbors.

Over the coming days, please open up the planning process from its current confines. Use your imaginations to crft routing and a station location that minimizes impacts on residents of this hidden gem of a neighborhood.

Please reach out. I'm extending an invitation to walk the neighborhood. I would enjoy sharing its history with you.

Thank you.

Dennis Noland

1615 SW Cambridge ST.

Seattle, WA 98106

dennisNoland@comcast.net

206-708-7735

Communication ID: 343096

Name: Jeff Desimone

Comment:

After reading through the three alternative proposals and understanding that the long-term cost of the tunneling options adds close to $1B, the tunnel option(s) are by far the most appropriate for a world class city such as Seattle. As we protest against Amazon and others raising the cost of living by bringing in people from other cities, wiping out hundreds of homes and limiting the future ability to build in West Seattle will only exacerbate the problem. Additionally, the elevated rail options will only require Seattle to wipe out more homes in the future if the rail is to extend further south down to White Center or Burien.

From an aesthetic standpoint, seeing an elevated rail in West Seattle is a blemish on our beautiful community.

As a West Seattle homeowner who would live right next to the Genesee option, potentially being displaced from the best portion of Seattle is a terrible thought, not to mention for the people who remain in the area watching their home values stagnate if not drop is a horrible thought.

Please pay for the tunnel, even if it means raising property taxes on West Seattle residents such as myself.

Communication ID: 343099

Name: Dan Roberts

Comment:

Please do not choose the elevated options for the West Seattle light rail line. They're mammoth in size, ugly, noisy, and scarring to the community.

In the same way you opted for a light-rail tunnel in Capitol Hill and Roosevelt, please make the same decision for West Seattle. The decision will pay off for decades (if not centuries) to come.

Communication ID: 343117

Name: Anita Ross

Comment:

Those of us living on Phinney Ridge continue to be completely omitted from all transportation planning, despite rapidly increasing density.

We have one north-south slow bus route (5/5X), and slow infrequent east-west service only on N 85th St and more frequent east-west service on N 45th St. The 40 blocks inbetween are devoid of east-west service.

I had thought the light rail would connect to Ballard from either the U District or from Northgate, so it would at least come fairly close to Phinney Ridge. But running light rail up Interbay only as far as Market St once again completely bypasses Phinney Ridge.

At a minimum, I'd want shuttles traversing N 65th St between Aurora Ave N and 15th Ave NW, and continuing down 15th Ave NW to the Link light rail station.

At least then we'd have some chance of connecting into the superior transportation available now on the I-5 corridor.

Communication ID: 343121

Name: Evan Bourquard

Comment:

Writing to comment on the Ballard portion of the proposed improvements, specifically the bridge across the canal and the market street station.

I'd like to express support for the movable bridge options that keep the costs down and also keep the elevation of the whole structure to a minimum as it crosses the water.

The station location at 14th and market also seems logical given the available right of way there (14th). Also the proximity to the newly re-zoned (upzoned) neighborhoods to the northeast provides some good opportunities for increase development density.

Communication ID: 343122

Name: Julia Desmond

Comment:

The West Seattle link should go underground or should not be built at all. The only way not to totally ruin the neighborhood is to tunnel. The scale of the above-ground rails do not make sense in any of West Seattle's urban form, whether the single family neighborhoods, the multiple-family buildings (which this would still tower above) or the commercial areas.

Please consider tunneling in West Seattle. If, however, the extra $700 million cost is prohibitive, I would rather we not get light rail in West Seattle at all. The extra money can be allocated to other neighborhoods that need it more, like Ballard needing it to tunnel under Salmon Bay.

Communication ID: 343123

Name: Jeff Jordan

Comment:

In regards to the Ballard extension options, I would strongly favor an underground route with as few intermediary stations (from downtown) as possible. The alternative that includes the sub-Salmon Bay tunnel most closely resembles my preference.

This position is based on the desire to realize the fastest (for passengers) and quietest (for the environ) route from the downtown (5th/6th Ave.) alignment to central Ballard. We should rely on more flexible transportation systems to connect core stations with ultimate origins and destinations of passengers, and not sabotage the efficiency of the regional rail system by hogtieing it with more stations and with more exposure to weather and traffic interference.

Communication ID: 343127

Name: Matthew Swope

Comment:

I must say that I am very concerned about the planned elevated rail bridges for both the West Seattle and Ballard lines. This tall structures built above existing residential and commercial areas will negatively affect the character of the neighborhoods. This is particularly concerning in the Delridge area of West Seattle where the 140'+ tall structure will tower over and existing residential neighborhood.

I understand that this infrastructure/transit project is vital to the growth of the region and as a daily Link Light Rail rider I appreciate this form of mass transportation. However, building such a tall and looming structure over a residential area to save as much money as possible is simply foolish. I think it is best to consider the long-term consequences of such a move including the reduced value of people's properties below such a structure. I think that people 20-30 years after the construction of these structures will ask themselves, "what were they thinking??" Is that the legacy you want to leave in this region?

Communication ID: 343132

Name: C W

Comment:

Hello - I live in the Alaska Junction. I want a tunnel. The elevated options will do much to destroy the heart of our community. It will draw lines between parts of our town, will cast shadows on our thriving community events (farmers markets, summer fest, harvest fest to name a few), and will be disruptive to the new density in the area.

Of the tunnel options, I think staying on the East side of California makes the most sense. That is where the density is being built. Placing the station on 44th puts access further away from the new apartments being built and requires displacing more residences than using an existing commercial lot and ending the line on 42nd or 41st.

thank you

Carrie

Communication ID: 343133

Name: Barbara Hieronymus

Comment:

I am adamantly against the elevated alternative in West Seattle. My family has lived in our house on 40th AVE SW and SW Genesee ST for 75 years. From what I can understand from the models, the elevated track would come right over our house. Our plan has always been for my husband and myself to leave this house "toes up". He is 79 and has Parkinson's disease; I am 75 and have heart issues.

We have made thousands of dollars worth of repairs and upgrades to our house and yard. As have many of our neighbors. In a time where more & affordable housing is becoming crucial, why would the city institute a design plan that would destroy so much housing?

Communication ID: 343157

Name: Michelle Comazzetto

Comment:

I do not think the 3rd proposed "gold" option is acceptable if it is going to be above ground. There are too many homes and families to be displaced. When I voted yes for light rail my first preference is a tunnel, like the other neighborhoods in Seattle, but if it is going to be elevated then it should stick with the main arterial roadways (Fauntleroy and California Ave) and not be routed through a residential neighborhood. I understand the North / South alignment and agree that it should be that direction to continue the rail south and north.

Is it possible to not go all the way up to the junction, but to follow the arterial and turn down Faultleroy, maybe a combination of a tunnel and above ground, but please don't disrupt neighborhood with peoples homes.

Communication ID: 343161

Name: Mark Zimmermann

Comment:

I live in Ballard on 64th St. I believe the 15th Ave NW line is the best option. I would love to see if we could speed up the construction of the light rail.

Communication ID: 343165

Name: Shelley Petrie

Comment:

We would need tunnels underground in West Seattle - not bulldozing homes & neighborhoods. I live south on 41st between Alaska and Fauntleroy & we cant have our homes destroyed and have neighbors staring at an elevated train instead of the sound.

Underground Tunnel

Communication ID: 343166

Name: George Fisher

Comment:

BALLARD

I prefer: "Tunnel crossing/Tunnel station at 15th" (blue)

Justification: I have carried my tired daughter when she was 3 from the D-line at 15th to central Ballard and it was an effort. Having to walk from 14th would be too far.

A tunnel makes sense (if compared to a lifting bridge): the reliability of a good connection to Ballard is really important as passenger numbers grow.

If a tunnel is what it takes to build a station on 15th, that should be the choice. Being able to get to central Ballard on the train will bring Seattle so much joy.

INTERBAY/SMITH COVE

I prefer: "Station at Prospect St (within roadway)" (green)

Station located on the main road makes it more accessible

Option is cheaper

DOWNTOWN

No opinion - cheaper option is better

SODO and CHINATOWN ID

I prefer: "5th bored tunnel and cut-and-cover station" (brown+cut and cover)

Transferring at Chinatown station will be used by those going East, so it needs to be easy - no elevators, not too deep!

Cost savings are very desirable

Construction impacts are short term and localized. Ultimately the easier transfer is better for the benefit of the whole city.

WEST SEATTLE

I prefer "Elevated Station at 41st/Alaska" (red)

It avoids residential displacement, and is not too expensive. I prefer the light rail to be above ground, it is more pleasant to ride.

The tunnel offers no advantage here as the underground/overground options are fairly close to each other.

Communication ID: 343168

Name: Stephen Hochberg

Comment:

Smith Cove station should be the brown Galer Street option, and the Interbay station should be the tunnel option by 17th, and the Ballard crossing should be a tunnel with the station at 15th.

Communication ID: 343169

Name: Ted Wiederhold

Comment:

PLEASE think of the riders. THIS IS A 100+ year decision.

PLEASE do not bow to special interests - Businesses that will have a few months of bad traffic.. FOR 100 YEARS of good transit..

PLEASE do not let the port push their interests before those of the public who need good transit.

14th is NOT Ballard. It is NOT acceptable as a "Ballard" station. The walk to 15th is far too long and the walk to the center of Ballard is prohibitive. this is the BALLARD link. It needs to serve Ballard.

15th is not good either but you have ignored residents so far... If its on 15th, then it HAS to have entrances on both sides of that virtual highway!!!! You cannot ask people to get off the train, then walk across 15th. It is putting the riders last. AGAIN.

Also I want to BEG you to build transfers that are easy for RIDERS. Transfering from one line to another by going out to the street is NOT acceptable. Do not underestimate how many people will be transferring and making that seemless will improve the quality of the entire network. USE the Spanish solution... Center platforms ARE the best solution. Apparently you CAN create them as you are building one for the period when Northgate link is integrated. This should be a permanent feature of the system!

Look at Munich for examples of how to build a connection - Munchner Freiheit, Scheidplatz... PLEASE build a world-class system and not a system defined by compromises for small inconveniences that are NOT important when thinking of the 100+ years these decisions that will stay with the city long after we are gone!

Finally unless we can have a bridge with a station on 15th, then we need a tunnel. 14th is not OK.

Communication ID: 343171

Name: Carol Mansfield

Comment:

Please strongly consider one of the tunnel options for the West Seattle Junction with the extension on 44th Ave. SW. The new multifamily development in the Junction developing in the next 5+ years would be negatively impacted, sight & sound with an above ground option.

Communication ID: 343172

Name: John Chestnut

Comment:

My preference is to not have a movable bridge going into Ballard and to choose the fixed bridge option due to cost as compared to a tunnel. A movable bridge defeats the purpose of high speed light rail relegating it to a car crossing the bridge

Communication ID: 343195

Name: Adrian Mendez

Comment:

I've left this comment as a list for the Ballard Extension.

Smith Cove Station: the BROWN alternative provides a better connection for Expedia and the cruise terminal while still having the option to use the overpass on Galer St.

2. Interbay Area: ALL options work well, however, the GREEN options seems like it provide better integration for future bus routes going east/west. The only challenge is avoiding the roadway and sharp turns/property effects.

3. Salmon Bay: a FIXED BRIDGE alternative would work best while having less columns that the green option and being less expensive than the blue option.

4. Ballard Station: having the station ON 15TH SOUTH of Market street would better serve the urban village and allow future buses coming in east/west or coming on from the north to better service the station. Furthermore, in the case of future extension north, being on 15th would be easier than 14th to avoid swinging over property or Ballard high school.

Thank you so much!!

Communication ID: 343196

Name: Robert Hammer

Comment:

Please accelerate Ballard Light Rail to be operational before 2035!

It feels unfair that Northgate, Shoreline, Redmond, are timed ahead of Ballard.

We've transportation needs that are unmet now! Buses and vehicles are crowded.

A miracle is needed to build Ballard Light Rail NOW! I would like to use Ballard Light Rail.

Bridge or tunnel, no matter, please make it happen. NOW. Not in future. NOW!

I am 74 years of age. Please accelerate light rail to Ballard before I need be 90 years.

Thank you.

Communication ID: 343197

Name: Gabriel Pratt

Comment:

I've got a few priorities with respect to the Ballard alignment.

15th station alignment

15th and Market would be an ideal transit location. Not having to cross 15th or Market from any direction would be ideal when developing a station. For that reason I'm for having a station on 15th. This is by far my number one priority.

However if its technically impossible to put station access on the west side of 15th I have would not be opposed to the 14th alignment.

2) Tunnel vs Fixed Bridge vs Movable Bridge.

I'm worried about the efficiency and reliability of a movable bridge. For that reason I'm for one of the fixed options. After hearing tunnel station options (entrances planned for only the east side of 15th) I'd almost prefer a elevated station that spans 15th.

Another important consideration would be ease of expansion of the system, either a Ballard-UW line or a line up 15th to Northgate. If one crossing vs another makes either of those connections easier I'm for it.

3) Placement of interbay stations

I don't have strong opinions here, but would prefer stations placed that are able to maximize future development and pedestrian access.

4) Construction effects

As someone who commutes to downtown every day I do not care about short term construction impacts. If there is additional traffic effects for a few years or even forever thats fine. As long as the long term result is more efficient than before

Communication ID: 343198

Name: Richard Green

Comment:

I will be affected directly as soon as the results are decided if my street (41st) is picked. You can be progressive and save people's property by building light rail that goes below the ground. If you go with the elevated option I will lose property value so selling it privately becomes a moot point. I did not vote for ST3 and I will lose more than most people, unless you build the tunnel option. Try selling a home that might be demolished in 7 years. Nobody will want to buy my property except Sound Transit. My home was my retirement dwelling or a profit venture in sale. And now Sound Transit has just possibly doomed my future. I just found a possible buyer and now they will have no reason to buy the property. Anyone who disagrees please come purchase my home now. It is listed online at Zillow at about $735,000. It needs about $30,000 in upgrades so I would drop the price that much. Also, what structure long term is better for the region? Above rail is noisier. I don't think elevated rail would last as long as a tunnel route? Let's face it, waiting for the train is drier with a tunnel. Environmentally isn't the tunnel a better option? If the light rail line is built above ground, my future will be stolen and my memories erased. My son's home will be gone. My and my neighbors futures will be altered forever. Build a tunnel for rail please.

Communication ID: 343199

Name: Melody Lyee

Comment:

Using a tunnel to bring Light Rail to Ballard is the most optimal and efficient way in the long run!! We should not make the same mistake as we did from decades ago by foregoing the RIGHT decision for the only sake of saving today's money. Adding any more bridges on the water will disturb maritime businesses and cause traffic concerns to local residents.

Vote: Tunnel crossing/Tunnel station at 15th.

Communication ID: 343200

Name: James Shuster

Comment:

Putting in any sort of bridge is a mistake that does not consider long-term side effects. (case in point: 99 being torn down in favor of a tunnel). Tunnels, built right, should have lower long term maintenance costs and will bring far greater value to Ballard than yet ANOTHER bridge. The impact to both the water navigation as well as being a general eye sore inhibits the development of a vibrant Ballard community. I think a tunnel is the only option that should be considered. As far as 15th vs 14th, it makes the most sense to place the station at 15th due to network effects with the current bus system, as well as minimal impact to 15th street traffic due to pedestrians being able to exit onto market and walk safely to Ballard downtown as well as the farmer's market.

Ranking:

1.) Tunnel with station at 15th

2.) Tunnel with station at 14th

Other options should be strictly eliminated.

Communication ID: 343203

Name: Michael Matz

Comment:

I went to the meeting on the West Seattle expansion at the Alki Masonic Temple on 2/27/2019. I very much appreciate you holding meetings such as this - the meeting was well organized and the staff/volunteers were very supportive and encouraging.

As I thought more about the options, "Red", "Yellow" and "Blue" I realized that I didn't like any of them in their entirety. I like the Yellow line coming from downtown to the proposed Delridge station. But from there, I don't want the Yellow or the Red line in to West Seattle - I want the Blue line past Delridge to the Alaska Junction.

West Seattle is one of the highest areas of Seattle. It actually has the highest ground point in Seattle near my home in the High Point area. Why, oh why, would you even consider an above-ground solution for a rail-based transit system? At one point, the tracks are going to be 90 feet in the air, on top of one the highest hills in Seattle? Have the train go underground from Delridge, to follow the "Blue" line from that point.

I grew up in Seattle, and as much as I like the Monorail, I hate what the monorail tracks did to 5th Avenue. The raised rails block the sun, create driving and pedestrian hazards, and when it rains they make it worse by collecting raindrops and distributing them as big, heavy, splattering drips. I don't want that in West Seattle! I don't want any additional items to prevent me from seeing the inspiring sunsets or the stunning Olympics or our glow-in-the-dark downtown skyline when I turn a corner. Put the rails and stations underground!

As for where to put the Alaska Junction station, I like the proposed placement along 46th on the West side of California Avenue, primarily because I see it tying in well to the existing transit locations in addition to providing development opportunities to extend the commercial area a bit further West-ward. However, having said that, I thought the location on 42nd would make the most sense, being more in the center of the currently-iterated commercial area and easily accessed by all the foot traffic along Alaska and California. Moreover, it is in close proximity to already-existing public parking at Jefferson Square.

When will you be announcing plans to extend these line(s) past the Alaska Junction down to Morgan Junction and on to join the existing line at Sea-Tac?

Communication ID: 343204

Name: Richard Lazeres

Comment:

Both the elevated options (Red and Yellow) impact the community negatively to a much greater extent than the tunnel option. The Red option is really a non-starter. It impacts both the character of West Seattle as well as negatively affecting the traffic flow along Alaska. In addition, the red station at the junction would suggest the future of light-rail in West Seattle would be heading to Bainbridge rather than Morgan Junction or White Center.

The alignment of the yellow elevated line is superior to the red, but has much the same negative impact on people with loss of homes and businesses as the red. In addition, the Yellow line would have a significant impact on East-West traffic flow as Oregon has become a major artery for traffic trying to avoid Alaska.

Due to the hills of West Seattle, the elevated track along Genesee would be significantly higher than any structure in West Seattle other than the West Seattle Bridge. It would completely alter the character of Genesee along the community center and golf course.

It is hard to imagine that Sound Transit could not afford a 1/2 mile tunnel in West Seattle when they seemed to have no problem funding some 5 1/2 miles of tunnel through Capitol Hill, UW and North Seattle.

The cost of the tunnel is insignificant compared to long term impact the raised structures would have on the character and people of West Seattle.

The alignment of the red and yellow lines along the south side of the West Seattle bridge will have significantly more impact on peoples homes than an alignment on the north side. In addition, there is very limited space on the south side between the bridge, bike path and homes on a very narrow steep hillside. The greenbelt on the south side of the bridge is home to a significant Heron rookery which would likely be significantly disturbed by construction and by the new bridge.

Communication ID: 343207

Name: Adam Wuerl

Comment:

I don't live in Ballard and rarely visit, but anything involving a moving bridge is a non-starter. I live in West Seattle and see how disruptive it is to traffic when the Spokane St. bridge opens (frequently during rush hour). We cannot have a mass transit system that allows itself to be impacted by maritime traffic.

The elevated options in West Seattle look heinous, especially the representative project that just terminates right near the Junction. What an eyesore. It will also be loud, which will destroy the walkability of the neighborhood.

West Seattle needs a tunnel option. We'll find the money. Infrastructure like this should last 100 years. We can't make short-sighted decisions because one option is more expensive if we also think it's the better option.

I live west of California, so I like the station on 44th, but understand why the more eastern stations might be better: there's higher density housing further east. That said, we shouldn't go more than a skinny block east or west of CA for bus transfers. We need to think about how light rail should tie into local transit.

For example, once the light rail is extended to West Seattle, we should consider a local loop like a street car that connects our major areas: Ferry, Westwood, Morgan, Alaska, and Admiral Junctions, Water Taxi, and Alki. The natural route for such a service would run up California, so the light rail station so be near the junction as a good transfer point.

Communication ID: 343208

Name: Janet Gibbons

Comment:

Please keep the red line & do not destroy homes to put in the yellow line. There is enough neighborhood destruction in seattle already, seattle has lost it's charm.

Communication ID: 343209

Name: Garrett McCulloch

Comment:

Hi, Sound Transit. Here are a few comments regarding the alternatives at this phase.

Ballard:

Generally, I prefer the representative alignment.

15th Ave NW is a much better station location than 14th.

A Ballard station needs to have entrances/exits on both the east and west sides of 15th

An elevated station above 15th is preferable, because it would make it much easier to extend the line northward in the future .

Interbay:

15th Ave W/NW is a better routing than the alternatives along the railroad tracks to the west.

Downtown:

The alignment and future station designs need to make transfers between rail lines quick and easy. Westlake and Chinatown/ID will be major transfer points, and it's important that riders are able to transfer between lines without leaving the station.

The 6th Avenue downtown routing is preferable, because it would allow better access to both downtown and First Hill.

General:

It's very important to ensure all stations along this line are placed in walkable, dense locations near lots of housing and commercial locations and that each has multiple entry/exit points.

Communication ID: 343210

Name: Jennifer Wanamaker

Comment:

I have not had time to study every aspect of each route and the station alternatives, but I respectfully ask that you choose an alternative that INCLUDES A TUNNEL in the West Seattle Junction (ideally, as much tunnel as possible, once reaching WS). The idea that we are tearing down the Viaduct only to get an elevated structure in a mostly-residential area is crazy. The money can be found if there's a will, and as a 20-year resident of WS that loves everything about it... please find the will. My residence won't be directly impacted by light rail, good or bad (I'll still need to bus/walk to a station) but my family and I enjoy walking around the Junction area almost every day. An elevated structure would simply change everything about how we feel about walking/driving/visiting the Junction. Over time, we would probably go elsewhere to enjoy ourselves. Thank you for your time AND hard work on this potentially-wonderful project for WS!

Communication ID: 343253

Name: David Jaenisch

Comment:

I live in SLU and would very much appreciate a light rail station in both SLU and Lower Queen Anne. I also think it would be great to add a light rail station in Fremont.

Communication ID: 343255

Name: Becky Moore

Comment:

I am writing to express my opposition to an above-ground light rail in West Seattle. This beautiful community will be irreparably damaged if the light rail is brought in above ground. There is so much more to be considered than just moving people from one point to another. The quality of life in this community will, I believe, be drastically lowered by the above ground option.

I am in favor of the underground option, especially if it is done with minimal impact to existing structures, both private and commercial.

Thank you for listening.

Becky Moore

Alaska Junction resident

Communication ID: 343259

Name: Jeffrey Johnson

Comment:

This is a once in a lifetime chance to get light rail installed in a

way that's minimally disruptive to our West Seattle community.

Please use thetunnel option. I want to avoid the ugly elevated option.

Thank You. Jeff Johnson.

Communication ID: 343261

Name: Lisa Wallace-Baker

Comment:

This is my feedback in regards to the West Seattle stations and lines:

I firmly believe the light rail system from Delridge thru Avalon station up to Junction station NEEDS to be tunneled.

The impact of the elevated rail system in our neighborhood would be horrible for generations to come. The elevated Fauntleroy Ave route would be a terrible eye-sore on the gateway arterial to West Seattle, and the elevated option up traveling up Genesse would impact and wipeout a dense residential neighborhood.

As for station placement, I'm okay with any of the options; They are all close to transit, shopping, etc.

As a West Seattle native who cares deeply about the junction neighborhood, I believe we have the opportunity to make a positive change for generations to come, and I believe the tunnel will be that positive change.

Thank you,

Lisa Wallace-Baker

Communication ID: 343265

Name: Stephen E DeForest

Comment:

Request that Sound Transit consider a tunnel below the ship canal rather than a building a draw bridge approximately 10 stories high parallel to the Ballard Bridge and over the edge of Fishermen's Terminal. Under federal law, a draw bridge must be raised for maritime traffic, and each opening will reduce the reliability as to timeliness of light rail.

Request that Sound Transit run the light rail track on grade from W. Dravus southward, along or near the Amtrak route, and not on 15thAvenue West, to the proposed station stop for Expedia, and thence running elevated over Elliott and eastward into a tunnel below W. Republican.

15thAvenue NW is already a very congested arterial, and the impact on traffic and businesses must be considered with respect to each alternative routing past Magnolia/Interbay and Queen Anne.

Thank you.

Stephen E. DeForest

Magnolia resident

Communication ID: 343274

Name: Tom Hubbard

Comment:

I support the 41st, 42nd and 44th Ave alignments because they are underground which minimizes the disruption of traffic in the Alaska Junction Business District which already has heavy traffic loads. This would also allow the neighborhood events such as the West Seattle Sea Fair parade. All three alternatives allow for future expansion to the south. The 44th St alternative is closest to the Alaska/California intersection.

Communication ID: 343291

Name: Kathrine McInturff

Comment:

I am a lifetime resident of West Seattle. I am for light rail but I am not for the light rail going through neighborhoods and destroying family homes. The light rail doesn't have to end in the junction. If you feel it does have it go down Fauntleroy which is the natural thoroughfare through W. Seattle and follow to Avalon Way. I am in favor of the tunnels. There are several businesses that are leaving the area on Avalon and Fauntleroy that the rail can go through specifically Alki Lumber. Relocate the stations on Alaska and Fauntleroy, stay on the existing roads that are already available.

Communication ID: 343294

Name: Pete Delaat

Comment:

Tunnel!!

Communication ID: 343303

Name: Michael Matz

Comment:

Duwamish Crossing: Not too important whether N or S of the W. Sea Bridge.

Delridge Station: Do not like "red" station – its too far out of the way, hard to access from the neighborhoods (or anywhere else). The "blue" station would involve taking out so many homes…it takes out the neighborhood its supposedly serves. I would support it only if it is paired with comprehensive development plan that includes a transit center, new apartments/condos, shots, etc. and parking. The "yellow" station seems like the best…but how to provide transit access and parking? How will it impact the already unbearable commute? Avalon station: Can the Yellow line from downtown now become Blue and go underground? Alaska Juntion: I don't like all toe above ground structures blocking sun and making the rain even more dreary. 5th Avenue w/ the monorail is an ugly mess. I do not want that in W. Seattle!!!

Communication ID: 343317

Name: Allen Spalt

Comment:

I want to express strong support for this project. As we are getting older, it is likely that that, by the time the West Seattle extension is finished, we will be largely dependent on public transportation. There will be no better way for us to get around Seattle, downtown, the airport, etc., than by this system of light rail. Of course the details are important. But don't loose sight of the big picture and bring this baby home!

Communication ID: 343318

Name: Helen Green

Comment:

Please tunnel under West Seattle! Your plans to build an aboveground structure on either 41st, 42nd or 44th SW have just ruined our lives (now, not 11 or more years in the future, you've ruined our lives now). We were planning to put our house on the market next week, so we could move somewhere with a lower cost of living (we can't afford to live in Seattle anymore). Now, no one will want to buy it. It was, essentially, our retirement savings. Now we have to disclose that it may be destroyed for light rail.

Even if we are eventually able to sell it for a reasonable price, we don't want to see the home we have loved, and others, destroyed. There are so many reasons not to build above ground in West Seattle.

You are destroying 100 year-old family homes. Tearing families apart. These homes are filled with kids, growing up in West Seattle. Filled with happy families and good neighbors.

2. You are destroying homes with real character. So many of these homes show the history of West Seattle.

3. You are replacing West Seattle's history with an eyesore that will tear our community apart, literally.

4. You are kicking families like us out of our homes, and will not pay us fair-market value. You"ll call it fair-market value but it won't be. My home would sell for $700k right now. Are you going to pay me that? I don't think so. The small amount you will pay families won't even be enough for us to continue to live in Seattle.

5. You've tunneled everywhere else, so why shouldn't West Seattle have a tunnel? Seattle just knocked down one eyesore, why build another?

I actually think light rail will be great for West Seattle but not if it comes in the form of an aboveground structure that destroys so much of our community. Please rule out above ground building and commit to a tunnel as soon as possible. These plans are hurting many of us right now and will hurt many more in the future!

Communication ID: 343319

Name: Heather Malang

Comment:

Will there be additional parking added for the West Seattle Junction area?

Communication ID: 343320

Name: Kellie Stickney

Comment:

Those of us that live in Ballard/Greenwood/Phinney, etc. also pay to finance ST3 and receive virtually no benefit. The "D" line "Rapid Ride" is a joke (it often takes an hour to go from Greenwood to Downtown Seattle). My household pays

almost $1000 a year in car tabs and has no access to the light rail. It's obvious to me that investments in transit are important, but we need to provide access to northwest Seattle neighborhoods.

Communication ID: 343323

Name: Anonymous

Comment:

I think it would be a better alternative to build the tunnel rather than the elevated bridge. This is because it would save many peoples' houses and money. West Seattle is perfect how it is and we don't want a huge noisy bridge above our houses. Thanks for reading.

Communication ID: 343324

Name: Annie Stilts

Comment:

Please consider the people of the neighborhoods you'll be ripping through with the ST3 proposal. A tunnel is the best option for everyone and it preserves what makes West Seattle great....a "small town feel in a big city."

Communication ID: 343325

Name: Tom Griga

Comment:

For the Salmon Bay crossing near the Ballard Bridge, a low movable bridge that would have to open to marine traffic at any regular intervals should be a non-starter and not considered at all. For the tunnel, I am concerned about the depth of the platform. The U of W Stadium station feels so deep and there are all the issues with escalators.

My preference would be a wonderfully designed high-level fixed bridge. Something that will be a Seattle landmark and also provide amazing views of the mountain ranges on a clear day. A dramatic way to enter Ballard.

All of the stations should also be designed for connections to future stations and lines. Both north to Crown Hill and a east-west line to the U-District.

The Smith Cover Station near the Helix Bridge is a preferred location but not at the additional cost. I would recommend saving the money by moving station near the Galer fly-over.

Thank You,

-tom

Communication ID: 343330

Name: Peter Tallar

Comment:

It appears the extraneous endpoints of the line in West Seattle and Ballard present the most challenges, yet would result in the most benefit to system and each neighborhood. West Seattle: while costly, a tunnel option (blue) would result in the most favorable station configuration at West Seattle and impact existing development the least. Included is a station at Delridge and Avalon Way which would bolster development in both areas.

Ballard: The ST3 Representative option throws the Fisherman's Terminal and port businesses under the bus. Another bridge would effect all maritime industry along the cut and Lake Union. These industries are vital to Seattle. The tunnel option (blue) eliminates the need to acquire waterway-related businesses and the need for a bridge. Favorable station locations should be studied at Prospect street and at Interbay. Surface stations at both locations would be part of a cost-conscious effort to quickly construct the line. The cut-and-cover station in the broad 14th Ave NW ROW reduces impact to adjacent traffic.

Efforts to mitigate costs of tunnel options to both neighborhoods should be taken throughout the rest of the line, including: surface rail options through the ID/Sodo, and no-frills station design throughout. Public Art and so-called "community benefit" improvements should not bloat the design (looking at you North Precinct Station). Art can always be solicited from wealthy benefactors of this city, and public improvements can always be added later once foot/vehicle traffic patterns are established around stations.

Communication ID: 343339

Name: John M'Alpine

Comment:

Tunnels!!! We need to have the lightrail go underground half way up Avalon connecting to the Alaska Junction underground. Going down 41st Ave SW shouldn't be an option. Elevated down 41st, 42nd or 44th is a mistake. If elevated go down either California or Fauntleroy. Both those "large" streets can [illegible] handle an elevated system. However I'd prefer a tunnel system. We voted for the light rail to enter the Junction and end there. Please don't ruin the neighborhood with an elevated system down 41st Ave SW.

Communication ID: 343342

Name: Kati Baker

Comment:

Hello,

I am unable to attend the open house meetings, however I would like to add my name to those opposed to the Genesee yellow line option. I believe this would impact too many single family homes, displacing families.

Thank you,

Kati Baker

98116

Communication ID: 343345

Name: Anonymous

Comment:

WS Elevated (yellow) option - Delridge Station farther south on Delridge than other options - better bus connections south on Delridge better pedestrian access due to location farther south.

WS Elevated (blue) option - Delridge station is too disruptive to a lower income neighborhood - Keep the transit stations on the arterial streets where bus service is also located. The blue option takes the station off arterial streets and creates an accessibilty issue to easy access to other modes.

Communication ID: 343347

Name: Anne Miller

Comment:

Tunnel! Tunnel! Tunnel!

Communication ID: 343349

Name: Amir Sadrpour

Comment:

Comment concerning

ST3 - Red - Less impact on residential areas perhaps a good middle ground in terms of cost and env. impact compare to the other two alternatives. Much less desruption compared to orange option below.

West Seattle elevated - orange: Will destroy my neighborhood signifianct environmental (noise, vibration) impact. Can reduce property prices. Wil potentially invite homeless to our neighborhood due to elevated nature of structure.

West Seattle tunnel - Blue: Least interruption in residential area. Great long term view of transportations for Seattle's future that justifys spending more money. i support this plan to reduce the impact please combine with elevated option and only use tunnel in Alaska Junction.

Communication ID: 343350

Name: Jeff Colchamiro

Comment:

A station on 44th would be horrible for residents and businesses on California. The alternatives further east would be much less disruptive. Underground options would be much better than elevated platforms -- if we're going to make an investment in transit, let's do it the right way.

Communication ID: 343352

Name: John McNulty

Comment:

Prefer utilization of blue alternative with tunnel from 30th/Genesee to WS Junction. Tunnel station at 41st in north/south orientation. Avalon station in tunnel.

In addition, Delridge station should be situated so that future expansion to the south will use Delridge Way valley. Thinking that south expansion would be easier down Delridge, not WS junction. Do not see advantage of thinking on south expansion from WS junction.

TUNNEL, TUNNEL, TUNNEL!!!

Communication ID: 343353

Name: Jonas Kuo

Comment:

This is great for Seattle. Expansion of our rail system is all around great for Seattle. I wish it could be built faster.

Communication ID: 343355

Name: Zach Hancock

Comment:

I am commenting only on the portion of the project that directly impacts my neighborhood in West Seattle. I understand the ST3 representative project is cheaper but an elevated track in the West Seattle junction simply cannot happen. We need to explore outside funding to make the tunnel happen. The 41st/Alaska station or the 44th/Alaska seem like the best options to me as someone who would be using these stations frequently.

Communication ID: 343356

Name: Cathleen Fitzpatrick

Comment:

Please do not pursue the West Seattle above ground option 3 that cuts through the Genessee neighborhood. This option is not what voters voted on when they chose to improve transportation in the city. An above ground rail system will change the fabric of the neighborhood for the worst. The noise, eye sore, and other negative consequences that comes with an above ground rail will devalue the properties in the neighborhood. My home is directly impacted as it is one that will likely be taken down to accommodate the rail or will be one of the homes immediately facing the concrete structure. This is the opposite of the neighborhood I chose to purchase a home in.

Communication ID: 343374

Name: Jason Weill

Comment:

Seattle needs to think big and to think long-term. I favor the tunnel options to travel between Ballard and Interbay. I also believe that a station should be accessible from both the north side and the south side of Market St to reduce the risk and delay associated with crossing Market St. As much as possible, I'd like to see transit-oriented development used to connect housing and retail space to the station area.

Communication ID: 343375

Name: Mike Entzminger

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong....

With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis,

reducing/depressing home values anywhere near the elevated light rail,

reduce property taxes along the immediate route of light rail (due to reduced home values),

increase in noise near residences, and

removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen.

Please commit to our community of West Seattle to make this a reality.

Communication ID: 343376

Name: Laura Stewart

Comment:

Strong preference for option blue (alignment along 5th ave). Prefer tunnels wherever possible to avoid encroaching on already limited street-space.

Communication ID: 343377

Name: Natalie Williams

Comment:

Thank you for the public meeting in West Seattle. Destruction of affordable housing, two churches and several small businesses seems an unacceptably high price to pay for light rail. It's amazing that this is even on the table. No one ever sees a rapacious suggestion like this in the Magnolia neighborhood. Keep transit on the arterials, and light rail east of Avalon. Why not build a major transit hub, with multi-story parking garage on Harbor Island or along West Marginal Way? Our West Seattle streets get parked up for blocks by people from as far south as Des Moines to catch the C-Line Rapid Ride. We need a major parking solution that includes transit from a HUB to downtown. We DON't need destruction of our homes, small biz and neighborhood culture. The City is 20 years behind on its promise to put open green space near Alaska Junction. A park in that neighborhood is needed more than a transit HUB. Please move the transit HUB east. Thanks.

Communication ID: 343379

Name: Roberta Leibovitz

Comment:

Because of where I live, I favor the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel alternative. At least among the people who live in my condo, located on Spring St., we think a station so near to us would be a great addition to the neighborhood. I also like the station located on Republican and an easy way to get to the Key Arena area.

Communication ID: 343381

Name: Conor

Comment:

When it comes to the options for downtown and the CID stations, the 4th Ave. station to the 5th Ave. tunnel does seem the better alternative. Cost wise it is 100 mil. less expensive (~300 mil. more for 4th Ave. CID vs. 400 mil. for a 6th Ave tunnel). The station in the CID would create a better connection to the regional train system (Cascades is 8th most used in the country) and may have more parties willing to throw in support. It seems to go along with how Seattle kept working on the 4th Ave. Viaduct with the revised Move Seattle and how Imagine Seattle sees that area as the Jackson Street Hub and has ideas on improving the area. The 5th ave tunnel also has higher ridership projections.

I feel that the traffic problem will not be as big as it is made out to be. Closing SR99 for three weeks was was far from what everyone predicted and that has higher usage.

I also see use of the lower level of union station being a retail zone that sound transit could use for extra income through rent.

One thing that may need to be cleared up is how Ryerson Bus base is affected as right now my assumption is that the disruption would be mostly through the construction phase.

Also it would probably be better to not to limit the expansion of the Central Bus Base as Metro is already at capacity and a maximized expansion could provide more help for the situation.

Also see problem with finding 6-15 wk period without a festival or during tourist season to work on 5th. Plus CID seems against that alignment anyways.

Communication ID: 343382

Name: Nicholas Ames

Comment:

I live in the “Youngstown” chunknof North Delridge. Blue displaces me, orange might...depends on construction buffers.

I SUPPORT EITHER PLAN. Several residents of my neighborhood have been showing up at meetings and writing letters trying to stop the train...or argue for the purple line. They do no represent many of the residents here.

One of the people leading the opposition DOES NOT LIVE IN THE NEIGHBORHOOD and has not for at least the past 7 years. They own rental properties in the neighborhood that they tried to sell in 2017.

Please listen to YOUNGER residents. The neighborhood will be changed for the better by ANY STATION. It is silly to try to hold onto the “character” of 1970s Delridge. I look forward to the future of Delridge.

Communication ID: 343383

Name: Beth Levin

Comment:

In whatever form, I definitely support having a lightrail station in Queen Anne.

Communication ID: 343384

Name:

Comment:

Disappointing to see that the proposed routes run in between the population centers of Queen Anne and Magnolia. Seems destined to not get good ridership from those neighborhoods.

I live on top of Queen Anne, and the walking distance to the proposed stations would not be conducive to frequent use. To get the most use from Queen Anne residents I would think it should run under Queen Anne and have an underground station on Queen Anne Avenue (like it does on Broadway on Capitol Hill).

Communication ID: 343385

Name:

Comment:

I am 80 years old and on a fixed income. Please do not route through the North Delridge neighborhood and destroy my home and my neighborhood.

Communication ID: 343386

Name: Danielle Franco-Malone

Comment:

To whom it may concern,

I am writing to voice my strong opposition to the West Seattle elevated option being considered at the Level 3 Alternative stage, and to express my support for any of the three tunnel options included in the Level 3 Alternatives Evaluation.

The elevated option would have a devastating impact on the neighborhoods that make West Seattle so special. As a resident of 41st Avenue, the thought of an elevated track running down our quiet residential street is abhorrent. West Seattle needs good access to public transit, but not at the sake of destroying our community.

The tunnel option is clearly the only option that would both serve the interests of West Seattleites in accessing high quality transportation while maintaining our community. This is the solution that has been reached when Sound Transit went into other neighborhoods, like Capital Hill and the University District. There is no reason why West Seattle's neighborhoods do not deserve the same level of protection.

A careful review of the Level 3 Alternatives Development Report makes clear that the Tunnel option consistently yielded higher alternative performance ratings and is objectively the best option. In other words, my support for the tunnel option is not only motivated by self-interest as a resident of the path set to be destroyed if the elevated option is selected - it is also as a concerned citizen who has concluded that the tunnel option is the best option for ALL Sound Transit patrons. In general, the only categories in which the Tunnel option yielded lower performance ratings is in the area of capital construction costs and engineering/constructability issue. I fully recognize the increased challenges of a tunnel option, but these short-term challenges will clearly and undeniably yield the best long-term outcomes.

Thank you,

Danielle Franco-Malone

5411 41st Ave SW

Communication ID: 343387

Name: Nicolas Fourcade

Comment:

This is regarding the West Seattle link extension. The yellow options on your plan is not acceptable. It cuts through a neighborhood along Genesee street. Why not use the existing Alaska axis? Also please move this underground. West Seattle is already scarred by the main new high rise.

Communication ID: 343388

Name: Richard Bullington

Comment:

It's not clear from the Scribd slide deck whether the Representative Alignment Ballard station will have stairs down from the "mini-mezzanines" to the WEST side of 15th NW, but it sure looks unlikely. The reason I say that is that illustration 31, the 14th Avenue station option clearly shows that the south-of-Market entrance for that option is west of the trackway. The stairs are shown extending below the mezzanine and landing on the sidewalk of 14th NW.

However, the 15th NW station is proposed to straddle only the EAST side of 15th NW. The illustration doesn't really show the west side of the street under the station; it's too wide a street. But there is no "Station Entrance" arrow from the west side to either the south nor the north mini-mezzanine.

Nor is there any grade-separated connection to the north side of Market Street shown on the diagram.

Please do not re-create Mount Baker Station with its poor bus connections to routes on the east side of Rainier in the heart of Ballard!

If you choose the Representative Alignment -- and there are many supporters of it -- either extend the mini-mezzanine itself or build a narrower walkway across Market Street to the north side and then have stairs projecting out both to the northeast and northwest quadrants of the intersection, perferably along Market Street.

Then, add similar walkways from both the north and south mini-mezzanines across the west half of 15th NW with steps down to the west side bus stops.

Communication ID: 343391

Name: David Carney

Comment:

I understand the need to go to SLU, where the money and people are, but am disappointed that Belltown is getting circumvented. I was hoping for a Belltown Station between Westlake Station and the proposed Lower Queen Anne/Smith Cove stations. As it is now, I would live pretty much an equidistant 10-12 blocks from 3 different stations. It would be nice if there was at least one closer alternative.

Communication ID: 343393

Name: Linda L.

Comment:

The EIS needs to consider displacement of residents as part of its review, as well as the impacts an elevated line would have on property values and noise levels. It's much better for the community to invest in what's best in the long term, which would be a tunnel. In West Seattle, the elevated line runs through North Delridge before it becomes a tunnel at the junction. The inequity is apparent— wealthy white neighborhoods get a tunnel, low-income diverse neighborhoods are stuck with an elevated line that will degrade the neighborhood. Seattle needs to start walking the walk when it comes to racial and income equity. North Delridge residents also deserve a tunnel. They deserve to continue living in their homes and benefit from improvements to their community, not actions that displace them and being down the value of the property

Communication ID: 343394

Name: Ross Pickering

Comment:

A tunnel is the only acceptable option because it preserves the neighborhood. I live on 41st AVE SW and have seen graphics that show a potential extension from the Junction to Burien on 41st/42nd and this cannot happen and will destroy our wonderful West Seattle neighborhood.

Thank you,

West Seattle homeowner (Ross Pickering)

Communication ID: 343395

Name: JoAnne Butzerin

Comment:

No input from the community was sought before making the above-ground elevated track plan. There is already a tunnel, so why do we need an ugly, disruptive elevated track running smack through our quiet, residential street? The answer is we do not need it.

I will gladly join any class action lawsuit that is filed against the city for destroying our neighborhood and homes with this plan. People in the West Seattle Junction have already suffered years of noisy construction and density increases. City planners are dumping on a select group of people--US. And it must stop!

Communication ID: 343396

Name: Ralph Naess

Comment:

I support the tunnel options. The one that makes the most sense to me is the option that places it closest to the existing bus hub.

Although more expensive, it will retain the integrity of West Seattle, and be much less disruptive. City's that "work" (Paris, New York) put rail transit underground.

The elevated options all have "fatal flaws" for retaining the quality of the neighborhood.

Communication ID: 343397

Name: Daniel Strebe

Comment:

The jargon used to present this to the public is annoying. It took me quite some time to figure out that "Key differentiators" meant the differences between proposals—especially when the term appeared early in the Web pages with no context. As a table column header, even just "Considerations" is shorter and clearer. "Key" means nothing useful.

I also have no clue why “alignment” is used in “tunnel alignment” and similar phrases, and that took time to figure out it doesn’t mean anything useful beyond “route”.

Why “representative project”? “Baseline proposal” is a lot more clear. Again, it took some time to work out just what I was seeing in the tables and headers.

Could we please not do this? Just use normal English.

Communication ID: 343407

Name: Emily Wingfield

Comment:

I am very concerned about the impact on West Seattle of many of the Light Rail options. I strongly support any tunnel options over elevated options. 41st Avenue is a small residential street. To have an elevated light rail go down 41st, 42nd or 44th would totally destroy the neighborhood and put up an Alaskan Way Viaduct type structure through a quiet community.

I am also in favor of any option that cut into the golfcourse /West Seattle stadium as opposed to down Avalon. This is because the golf course and West Seattle stadium areas are already open public spaces that should bear the burden of the public benefit of light rail (as opposed to homeowners and renters on Genesee).

It appears from the maps that if the route went through the golfcourse area there would be two stations built instead of 3. With 3 stations the stations are very close together, with the two there is a more reasonable spread.

Thank you.

Communication ID: 343408

Name: Sara Hospador

Comment:

Ballard resident. My first priority is that this actually happens, unlike the monorail. Secondly, I want it as soon as possible. My thoughts are conflicted for the Salmon Bay Crossing. On one hand, I love subways, and have loved living near subways. On the other, we have such beauty here, how fun would an elevated train be to look over the water at the mountains. Again, I want it fast and I want it now, so whatever fits my first and second priorities. As for the Ballard Station, I strongly feel it should be on 14th. The Ballard Urban Village is just going to have to grow in that direction as well.

Communication ID: 343409

Name: John Hasslinger

Comment:

Please (in order of importance):

-speed the process of extending Light Rail to West Seattle

-tunnel to West Seattle (not at grade nor above grade)

-extend the rail southbound from the Alaska Junction via Fauntleroy Way or California Ave SW.

Thank you for your time,

John

Communication ID: 343410

Name: Suzanne Pickering

Comment:

Tunnel option for south of the Junction to Burien connection is the only acceptable option. I live on 41st ave sw and an at-grade or above grade option would ruin our wonderful West Seattle neighborhoods. Thank you -

Suzanne

Communication ID: 343411

Name: John C Wilson

Comment:

EIS Scoping: W Seattle-Downtown-Ballard Light Rail Link and Belltown

Belltown is not considered in any of the alternative alignments proposed for the Downtown segment of the new light rail tunnel. Belltown has the highest population densely in the Northwest with over 30,000 people per square mile. Almost every other Downtown Seattle neighborhood will have at least one light rail station. Failure to even evaluate serving Belltown appears to be a failure to consider environmental impacts. Rapid transit is intended to move people from where they are to where they want to be. Excluding rapid transit service to the densest areas increases traffic, air pollution, accident potential and other environmental concerns.

Maybe a Belltown evaluation will conclude that light rail service in a tunnel is neither economically reasonable nor feasible when included with Seattle Center and South Lake Union in the Westlake-Denny vicinity. Several serpentine curves would be required for the tunnel to serve a station at say, 3rd Avenue and Battery. Existing trackage and trains demonstrate that such an alignment can function, if built. However, the radius of curvature may be too tight for a cost-effective boring machine. So be it. However, the EIS needs to define such an alternative and evaluate it to demonstrate that conclusion.

If the conclusion is reached that Belltown service is not reasonable or feasible economically; some level of mitigation may be warranted. When the ST2 expansion concluded that service to First Hill was not a prudent use of tax payer money, funds were allocated for the First Hill streetcar line as mitigation. The City of Seattle is now struggling to build

the streetcar link between the South Lake Union and the First Hill lines to create a single, more efficient and effective streetcar system. An ST contribution towards that project seems appropriate; and has a precedent.

John C Wilson PE

900 University Street, Apartment 12-QR

Seattle, WA 98101

206-922-2753

wartrace@comcast.net

Communication ID: 343412

Name: John C Wilson

Comment:

EIS Scoping: W Seattle-Downtown-Ballard Light Rail Link and First Hill

ST proposes to tunnel the Downtown segment some 200 to 250 feet deep under 5th Avenue. 5th is a major south-bound route through Downtown fronted by our tallest buildings. Some surface disruptions will be required to build access for the Midtown Station plus tunnel ventilation and utilities. Underground construction is inherently risky. Soils get displaced, obstructions are found; pavements crack, buildings are damaged, costs inflate and schedules slide. No serious evaluation of alternative alignments has been presented by ST to the public.

ST has designated 6th Avenue as their fallback alignment. Tunnel depth will likely be deeper as street surface is 20 feet or so higher. Traffic may be less, except 6th Avenue provides access to I-5. The freeway is adjacent and parallel to tunnel construction and well below the 6th Avenue street elevation. Tunnel construction would entail some risk to the freeway integrity. What would WSDOT require? Tall buildings front 6th Ave, too. ST has refused to seriously consider an 8th Avenue alternative, stating it was 'not consistent with ST3 Plan'. The ST3 Bond Issue merely said the new light rail line would serve 'Downtown Seattle'. The City of Seattle defines the Greater Downtown as including 11 neighborhoods, one which is First Hill.

ST dropped the First Hill Station from the ST2 expansion design due to soil and groundwater concerns for a deep tunnel and station. ST concluded it 'was not a prudent risk of taxpayer money', even after acquiring property for the station. So how can a tunnel 200 to 250 feet deep under 5th Avenue be deemed 'prudent' now without a thorough evaluation of alternative alignments?

A First Hill station at Minor and Jefferson would place the 3 major City hospitals, Seattle U, the Cathedral, Yesler Terrace and thousands of residents within a 6-block walk on gentle gradients. Yes, it requires a longer tunnel. However, Minor and Jefferson are low traffic streets where construction could be managed better than on 5th Avenue. Thousands of ridders would be added above the few hundred at a Midtown Station on 5th. Station depth would be comparable, so cost should be similar – might even be less.

What if the Frye Art Museum were acquired and incorporated as an enlarged Frye into the resulting First Hill Station with transit-oriented development as a mixed-use high-rise with affordable housing? What is the cost-benefit of that concept to the City and the ST service area? How can we know without an analysis?

John C Wilson PE

900 University Street, Apartment 12-QR

Seattle, WA 98101

206-922-2753

wartrace@comcast.net

Communication ID: 343413

Name: Herbert Mehnert

Comment:

I like the use of tunnels wherever possible. I feel like tunneling is the most long visioned strategy, Seattle needs to prepare for a future where it is a tier 1 global city like New York, Shanghai, London. At the very least, be as good as Boston!!

I am disappointed with the timeline. By the time this project is completed, I will probably not live in Seattle anymore.

Communication ID: 343415

Name: Kevin Freitas

Comment:

Would prefer to see tunnel options of Blue option combined with Pidgeon Point passage. If port won't allow/can't accomodate track north of bridge I'd like to keep the tunnel option.

Overall, tunneling will mean fewer future barriers to alignment south. Plus, an extra cost up front is well worth it over 100 life of project - let's do this correct now, please. Thanks!

Communication ID: 343417

Name: Daniel Sohn

Comment:

I would like to voice my support for the elevated bridge option as opposed to the tunnel option. After the experience with the downtown tunnel, I do not want to risk the delays and cost overruns that a tunnel will surely have. The money "saved" by not building a tunnel could go to more stations elsewhere in the city. I am pleased that this elevated option has its Ballard station on 15th, which will make connecting to surface transit much easier and convenient. I only wish the Interbay station could be closer to 15th Ave, even though the proposed station is closer to my home. I hope that the new station will spur development in this part of the city!

Communication ID: 343418

Name: Susan DeLaat

Comment:

Tunnel with station @ 44th

Communication ID: 343419

Name: Debora Robinett

Comment:

Given the extreme housing shortage, why construct above-ground guideway? Rezoing for future multi-family apartment and condo construction is eliminated along with the need to demolish and move hundreds of families ad businesses "in the way." Elevated lines are a short-sighted vision, extremely unsightly and would make West Seattle a much less desireable place to live or work. Listen to Dow Constantine and your SAG/ELG leaders. Get funding from FTA, as you did for Lynnwood Light Rail (12/20/18). Create nice public spaces, businesses, around the below-grade, tunnel option stations. Build above-ground structures for housing and businesses. Please don't build another viaduct.

Communication ID: 343420

Name: Paula Wanska Smith

Comment:

Dear Sound Transit Project Team, Andrea, Maryam, and Scoping Committee:

I previously sent my thoughts and concerns to the Sound Transit Project Team (as well as Seattle City Councilmembers and the Scoping Committee), but am re-sending after speaking to the Sound Transit representative at the Feb. 27thcommunity meeting at the Alki Masonic Center. This version of my email also has comments resulting from that meeting.

The West Seattle Alaska Junction is a wonderful, iconic, historic gathering place for the community. The 44thAve station option, which I solidly oppose, is at the top of the hill, adjacent to a quiet, cohesive neighborhood of single family homes to the west of 44th, and small neighborhood businesses between 44thand California to the east. It would be devastating if it turned into a characterless transit station,whether above or below ground, with all the problems and noise and congestion and potential transients that it brings. It would destroy the Alaska Junction, the compact, yet vibrant few blocks that brings together the larger community of West Seattle and visitors from all over the city, to enjoy the ambiance of our warm and welcoming community.

Here’s my previous comments plus notes from the Feb. 27thmeeting:

Dear Sound Transit Project Team, ELG, Scoping Committee, and Seattle City Council members:

On September 8th, 2018, I attended the West Seattle Neighborhood open house meeting discussing location and routes for the pending light rail station for the West Seattle line. After the meeting, driving the very streets the light rail will impact, I realized I needed to reiterate and emphasize the conclusions our table had already arrived at. My interest is primarily to eliminate the Alaska Junction station option (Oregon Street/Alaska Junction Elevated and Tunnel station) where the line terminates at 44thAve SW and SW Edmunds.

Sound Transit published Elected Leadership Group (ELG) Recommendations that coincide with many of the comments made by the West Seattle neighborhoods. They recommended to "Do Not Carry Forward the Oregon Street/Alaska Junction station at 44th,"but rather to Carry Forward and "Explore Junction station location at 41st/42nd". West Seattle residents who I talked to were very relieved and happy to hear about the results.

I am commenting because of concerns about the station location which have come to light, specifically recommendations made by Dow Constantine and Joe McDermott of the ELG. Per the West Seattle Blog, "It was reiterated here in response to a question that while 44th SW as a possible station location was thrown out by the SAG [Stakeholder Advisory Group] in September, the Elected Leadership Group subsequently decided it should be returned to the mix under consideration."

The reaction from residents in our neighborhood was_What is driving the decisions now made by our two elected officials, Joe McDermott and Dow Constantine?_They both live in the area and understand the reasoning for eliminating the 44th SW station location option; they ran for office with the promise of protecting and representing our community. Are they now spurning that community, who trusted them and put them into office? Their decision to suddenly put the 44thSW location back on the table is counter-intuitive, and there is a sense that they are betraying their community.

There are other station locations much better suited to serve the primary requirement of light rail transportation –_to move the maximum number of people quickly, efficiently, with minimum disruption to the population and environs.

The other station options are:

"Golf Course" ending on Fauntleroy Way SW between Alaska and SW Edmunds

"Pigeon Ridge" ending on 42nd Ave SW between Alaska and SW Edmunds, with three new options between 40thand 41stas identified at the Feb. 27thcommunity meeting

The most logical and viable termination point is Golf Course Fauntleroy Way SW.

It is on a wide street, easy to transit with a smooth flow of traffic.

There is potential open space for commuter parking nearby.

Ending at Fauntleroy Way eliminates the need for the rail line to climb the hill to the crest of West Seattle or dig a tunnel through the West Seattle hillside.

It is on a street with potential riders coming from the Fauntleroy ferry dock (including Vashon Island, Southworth, Port Orchard, points west in Kitsap County).

It is in an area of high population density, multiple apartment buildings and new ones under construction, continuing the building trend to the east of the Junction.

Many of these residents do not have cars and depend on public transportation to get to work.

Since the light rail plan is to extend south to White Center and Burien, Fauntleroy Way provides a straight shot, without curves, along a wide transportation corridor.

The station will not only serve commuters who live in West Seattle, but those who work at the many businesses in West Seattle and commute in. For example, Providence Mount St. Vincent at 35th SW and SW Edmunds is an established, senior care living facility that provides transitional rehabilitation care, assisted living, skilled nursing, and day health

care. It is the largest employer in West Seattle, with over 500 employees. They commute in to West Seattle to work every day, most finding the area too expensive to live in. Approximately 1000 people come through “The Mount” daily as medical staff, volunteers, visitors, family, and other care community members who frequent the facility.An easily accessible light rail station east of California on 41st, 42nd, or on Fauntleroy would be the most efficient and effective to serve this large business population.

“Pigeon Ridge” ending on 42nd Ave SW between Alaska and SW Edmunds, with three new station options between 40thand 41stas identified at the Feb. 27thcommunity meeting, could be a second choice.

The light rail station would be in the midst of businesses which even now bring a constant flow of traffic and shoppers (next to two grocery stores within ½ block of each other – QFC and Safeway, the soon-to-open Whole Foods at Fauntleroy and Alaska, and Trader Joes on Fauntleroy ½ block east of Alaska). All these customers could easily take advantage of light rail transportation without hauling their grocery bags up hill.

There is space for light rail on Alaska between 40thand 41st(current Jiffy Lube on north side, Bank of America on south side of Alaska).

However, 42nd Ave SW is a narrow street to the south, which has considerable congestion from the other businesses lining the street, so the 40thAve and 41stAve options may work better.

Single family homes on 42ndAve line the narrow street just one block south of the termination point. This community would not offer as much population density as the Fauntleroy option.

Since the light rail plan is to extend south to White Center and Burien, the 42nd Ave SW termination point would require a curve to bring it back in line to proceed south, creating more disruption in the future.

The least viable station location is 44thAve SW, since it will not effectively_move the maximum number of people quickly and efficiently, with minimum disruption to the population_, and will have serious negative effects on the West Seattle Junction business and residential community.

It will destroy the special ambiance of the Alaska Junction as a community gathering place and turn it into just another light rail station, complete with the problems it brings (congestion, parking, potential inflow of transients, crime, etc.).

This route requires_crossing California Avenue SW, the heart of the historic iconic West Seattle Alaska Junction_, where many come to congregate, shop, dine, and enjoy the ambiance of a convivial community.

It would_cross next to the West Seattle Farmers Market_at California and Oregon every Sunday.

It would_cross through the middle of the summer street fair_that runs from Genesee south to Oregon, Alaska, and Edmunds.

It would_cross through the middle of West Seattle’s monthly Thursday Art Walk_business and community event.

It would be particularly distressing if the light rail was elevated, towering above ground, with the noise, vibration, and disturbance of continuous trains_disrupting civic activities and physically dividing the community._

(Feb. 27 comment) Scattered around the Alaska Junction, mostly between 44thAve and California, are the “Murals of West Seattle,” a series of historic, charming murals, all painted in the 1980s-1990s, commissioned by local West Seattle businesses, each covering two stories and entire sides of buildings in the Junction. They all depict the history of the West Seattle Junction in the 1800s and early 1900s. You can find them at various locations, from the Post Office wall on California, south to a wall at Oregon and California, then south to a wall near the Alaska and California intersection, on 44thAve parking lot walls between Alaska and Oregon, to two walls between Alaska and Edmunds. It would be great loss to the community if they were vandalized or even destroyed by light rail development. [I’m sending you a second email with a few more pictures due to file size.]

It will destroy parking for local Alaska Junction businesses and community events.

The location will not effectively serve the transportation needs of the population it is intended to serve.

The masses of commuters live in the myriad of apartment complexes to the east of California.It is in an area of high population density, with multiple apartment buildings and new ones under construction, continuing the building trend to the east of the Junction.

Many of these residents do not have cars and depend on public transportation to get to work. There is no parking built into many of these apartment buildings, and those that do have parking charge separately for it.

All those apartment dwellers living east of California, such as in the Fauntleroy corridor who could easily jump on light rail if it is located on 42ndor on Fauntleroy, would have to trudge uphill several blocks to the more remote 44thSW location to catch their train every day. If the transportation were more logically placed, it would instead be at their doorsteps.

There is a high percentage of tech workers (e.g. software developers) in the Seattle area, and per the Seattle Times article and chart below, over 23.8% of them use public transportation. Many of them live in apartments such as those on Fauntleroy Way. “There may be a number of reasons why tech workers are more likely than most to take transit, but a major one is certainly access. A lot of tech employers — most notably, Amazon — are located in job centers where transit is plentiful, driving is a major hassle and the cost of parking is astronomical.”

https://www.seattletimes.com/seattle-news/data/these-three-occupations-use-public-transit-far-more-than-most-in-king-county/

There would be a greater potential for these commuters to use light rail if it’s near their apartment, rather than walking up hill to a more distant station.

The station would be located at the cusp between small local businesses and single family homes. Neither have the population density that would make light rail ridership successful. Single family homes are just that – homes with approximately 1 to 4 persons per household who do not constitute the majority of light rail users. Rather, many are families with children taking school buses, retired senior citizens who wish to continue to live in their own homes, or residents who have cars and garages who can choose to drive. None of these living situations offer the population density needed for the success of light rail transportation, such as is found along the Fauntleroy corridor.

Because this termination point is adjacent to, and in the midst of single family homes and businesses, it would create a major disturbance requiring demolition, forced moves, and for those remaining, noise pollution and vibration, congestion, excessive traffic, loss of easy access to the Alaska Junction, loss of the ambiance of walking around the Junction area, and, for some, resulting in a reduction in property values.

The Seattle City Council recently proposed future “upzoning” changes to increase density, a plan that is distressing for single family residents who have, over years of struggle, built their lives and homes here. However, their density map identifies zoning changes primarily east of California Ave which would not substantially affect the neighborhoods west of the Junction enough to justify a light rail station at 44thSW.

And, a Seattle Times, Feb. 7tharticle reads, “Councilmember Lisa Herbold is championing amendments that would scale back upzones proposed for single-family blocks in West Seattle Junction.” Livability concerns are important. A city is not just an entity for an organization to manipulate; a city is composed of individuals and families whose lives and neighborhoods need to be honored and respected.

https://www.seattletimes.com/seattle-news/politics/city-council-members-seek-trims-to-seattles-plan-to-upzone-27-neighborhoods/

FYI: However, as of Feb. 25th, the plan to upzone the West Seattle Alaska Junction passed in the Council, with a “divided vote.”

Dow Constantine was quoted by the Northwest Prime Time publication, Jan. 2019, about a King County Seniors and Human Services Levy, stating that “Our local seniors built the cities and the communities we have today and deserve to live securely in those communities in retirement.” Upzoning and disruption of neighborhoods by light rail development would not promote that sense of security.

Since the light rail plan is to extend south to White Center and Burien, the 44th Ave SW termination point requires a curve to bring it back in line to proceed south, requiring a huge output of funds and destruction of neighborhoods.

As a general comment, I hope you will consider a_tunnel_wherever the station is located. The above ground option is overwhelming and unattractive, and would be squeezed into an already densely populated neighborhood. A tunnel station would allow for open space in a community that so needs it.

I hope that your studies take into consideration points made by myself and others at the neighborhood meetings. I saw from your initial Summary chart that the most economical choice is the Oregon Street/Alaska Junction ending on 44th Ave SW location, elevated track, because it does not require additional funding. If the problem is that the other termination points are more expensive, then, by reducing the cost of other portions of the routes into West Seattle, the increased cost of the Fauntleroy or 42ndSW termination point could become more viable, i.e., mix and match the route and station options to save money.

Thank you for considering my comments as you move forward to carve out the future of West Seattle. I hope it is sufficient argument for you to permanently eliminate the 44thAve SW station termination point from your options.

Sincerely,

Paula W Smith

West Seattle Alaska Junction resident

Communication ID: 343421

Name: Paula Wanska Smith

Comment:

Dear Sound Transit Project Team, Andrea, Maryam, and Scoping Committee:

Here is my second email with a few more “Murals of West Seattle” which are scattered around the Alaska Junction, mostly between 44thAve and California.

They are a series of historic, charming murals, all painted in the 1980s-1990s, commissioned by local West Seattle businesses, each covering two stories and entire sides of buildings in the Junction. They all depict the history of the West Seattle Junction in the 1800s and early 1900s.

You can find them at various locations, from the Post Office wall on California, south to a wall at Oregon and California, then south to a wall near the Alaska and California intersection, on 44thAve parking lot walls between Alaska and Oregon, to two walls between Alaska and Edmunds. If you need to know the

building address for each mural, I can provide that.

Thank you once again for your laser focus on finding the best solution for light rail in our beloved West Seattle community.

Sincerely,

Paula W Smith

Communication ID: 343422

Name: Brian Hughes

Comment:

Hello Sound Transit!

I am an enthusiastic supporter of the link to West Seattle! However, when we voted on ST3, the station shown was oriented in an east/west direction. Now that the project is moving forward, we see options oriented north/south. This is to accommodate a potential future line to Morgan Junction and on to Burien. However, I am extremely concerned that an elevated or surface-level track would completely destroy the neighborhoods along this route. And due to the fact that no decision would be made in the near-future, it imposes an unfair financial burden on any property owner in any of the potential rights of way. Who would buy a house knowing that it could be torn down? This isn't about compensation for eminent domain... this is about financial limbo and erosion of property value based solely on speculation.

So let's get rid of the speculation now. I realize that a tunnel is more expensive, but it's the only responsible choice if we are to preserve our neighborhoods and not place unfair burden on West Seattle property owners. Capital Hill and the University Districts got tunnels... why would West Seattle be treated differently?

This is our chance to give the gift of public transportation to the future - and we need to get it right by ensuring that the Alaskan Junction station is build such that future expansion south would be via an underground tunnel.

Thank you!

Communication ID: 343423

Name: Kristi Wulf

Comment:

West Seattle will only accept a tunnel. We do not want an elevated transportation system destroying homes and neighborhoods.

Communication ID: 343424

Name: Nicole Chastain

Comment:

Good Evening,

I did not attend the recent meeting but I did review the slide deck and I'd like to go on the record discouraging 41st as an option for the light rail. It simply doesn't make sense to displace that many residential families.

Kindly,

Nicole Chastain

Communication ID: 343425

Name: Bill Richards

Comment:

In West Seattle, the alignment option of track along 44th Ave SW will significantly degrade the character of the residential neighborhood west of the Alaska Junction. Terminate all tracks at the Junction station. Conduct robust analysis to address private property devaluation, cost of obtaining property for tracks/stations, noise, visual effects from multiple key observation points (including views of Puget Sound and the Olympic Mountains), impacts associated with car transportation and parking, and the potential for increased crime in the Junction area.

Communication ID: 343440

Name: Mark DeFaccio

Comment:

Thank You for taking the time to review my comments

As a principal in a business that would be impacted by an elevated structure North

of the existing West Seattle Bridge (Harbor Island Machine Works), I obviously have

serious concerns about that route and its impact on my operation. We provide

machining services for heavy industries both locally, regionally, nationally and internationally. Our equipment is both large and unique, and represents almost 70 years of installation and operation.

A single Machine can require up to a year to install and get operational, so obviously

moving our facility is impractical. Since our properties are directly north of Spokane

street, they are directly in the route being considered. The rendering of that route clearly shows it passing through our properties.

The businesses we serve include marine, power generation, mining, aerospace, and

electronics to name but a few. The impact on our local customer base would be significant due to the unique abilities of our equipment and people.

As you move forward, serious consideration should be given to the negative impact

disruption of the local manufacturing base would have on our economy, both short

and long term.

Mark DeFaccio

Communication ID: 343453

Name: Sean Robertson

Comment:

I live in West Seattle, near the Delridge station. I support the blue line cutting diagonally through Youngstown because of the opportunities for development around the station, particularly affordable housing, a well designed bus transfer area, and a grocery store.

I support a tunnel in West Seattle, but not at the expense of the project. Most importantly to me is to get this done as soon as possible, even if that means having an elevated alignment all the way to the junction.

Communication ID: 343458

Name: Jude McAlpine

Comment:

It is VERY unsettling to recently be informed about the potential for an Elevated Train to possibly come into the West Seattle junction area. It is even more unsettling that an elevated train is being considered to potentially come down my street, 41st Ave SW in the future as routes are being considered to connect to Burien. Not only my street of 41st Avenue SW, but 42nd or 44th street as well. Fairmont Springs is a neighborhood of families, neighbors taking care of one another, caring for one another.

I have lived in West Seattle for 21 years. I am a homeowner of a 1923 Cottage Bungalow house on 41st Avenue SW. I built a back yard cottage on my property so I could take care of my 83 year old mother. I have been caring for her for six years now. I take care of my 75 year old neighbor who has lived in the neighborhood for 40 years. I have many neighbors who have lived in our neighborhood for decades. It's a beautiful community.

The thought of Sound Transit potentially placing an elevated train down our street or down any of the blocks in Fairmont Springs is unbelievable! This would tear apart our community! This would displace hundreds of homes! We did not vote for an elevated train to come into West Seattle Junction, nor did we vote for this elevated train to potentially head south down our neighborhood streets!

I work full time as a consultant, and I have been spending my evenings going door to door in my neighborhood (41st Avenue SW and 42nd Avenue SW) informing people about the Sound Transit alternatives. Not only the alternatives to the Junction, but the unsettling alternatives to go south to Burien potentially down our streets. Can I tell you that not ONE neighbor even knew about this. Not One! Sound Transit does a great job placing updates on their website, but who has the time to proactively go out to the Sound Transit site after a full work week, and raising kids, and bringing kids to their events, and making dinner, and doing homework with the kids - caring for elderly parents - to ever find the time to proactively go to the Sound Transit site to learn about what's happening. No one!

We all thought that the light rail was supposed to go down Faunterloy! .

If our community (41st, 42nd and 44th) is potentially going to be impacted (displaced or torn apart) if the light rail goes south to Burien, you would think that Sound Transit would be going door to door (just like I have been) to inform people of the alternatives being proposed, and the potential impact - and to make their comments heard. No... Sound Transit

is not doing this - I am having to do this as a citizen! I have now rallied four people people that have volunteered to go door to door in the Fairmont Springs neighborhoods to inform our neighbors of what is being proposed. No one is for an elevated train! No one!

If Capitol Hill, Beacon Hill , Queen Anne Hill, and U-District are good enough for a tunnel, West Seattle deserves a tunnel! DO IT RIGHT THE FIRST TIME! That is our slogan! We don't care if it is delayed by 10, 15, 20 years! Do it right!! Tunnel is the only option to save our communities, and the vibe of West Seattle. Do not destroy our neighborhoods and communities! Please do it right the first time!

Tunnel Only in West Seattle!!

Communication ID: 343462

Name: Shannon Saam

Comment:

As a West Seattle resident, I strongly prefer the West Seattle tunnel option.

Communication ID: 343467

Name: Nate Johnold

Comment:

Building elevated rail to Alaska Junction would be a mistake. A tunnel is the only viable option that will lessen harm on local homeowners, the character of the neighborhood, and the future of West Seattle.

My wife and I are homeowners on 41st Ave SW, directly in the path of the Level 3 Alternative for elevated rail. In the current renderings, our townhome (as well as a dozen others) has been replaced by a light rail station. The homes that remain in the rendering are dwarfed by a 30' rail structure just feet away. Every time I look at the drawing I have the same thought: would I rather have my house demolished, or have it stand within feet from the noise and rumbling of around-the-clock trains? Honestly, both of these scenarios suck. The effect that either would have on our property value and day-to-day life is immense. I can't imagine trying to sell a house that is destined for eminent domain, much less a house that will have its bedroom windows peered into by thousands of commuters every day.

This shouldn't be something that I need to worry about, though, when a perfectly viable solution is on the table. Tunneling to Alaska Junction could eliminate the need to displace hundreds of families from one of the area's most densely-populated blocks--a block that is also one very few zoned as an Urban Village in the entire city. A tunnel would also preserve the character of an urban center that serves as a hub for thousands of West Seattleites. The disruption (both physical and visual) that would be caused by elevated rail would forever alter the neighborhood.

I understand that one of the major arguments against tunneling is the associated cost, but a higher cost shouldn't be an acceptable reason for displacing homeowners and forever altering one of Seattle's oldest neighborhoods. I implore the board to explore additional funding options and timelines that would be associated with tunneling to the Junction. I also ask the board to hold more community meetings to collect feedback from the neighborhood.

Please reach out if you have any questions.

Thank you for your time,

Nate

Communication ID: 343468

Name: Robert Huppe

Comment:

Here are my comments:

I favor a tunnel option to lessen the impact on the West Seattle Junction area including potential traffic problems with Fauntleroy and fewer disruptions to businesses and housing

Please chose alternatives with the least impact on neighborhoods. For example, I am in favor of the tunnel option but with perhaps a different Delridge station to impact less impact on housing in that area.

Please consider using the current Bank of America location for station placement. It will be least disruptive for businesses in the area and is close enough to bus lines. In addition, if need be a bus stop could be added right there.

I know you are not putting parking near stops but I want to urge you to consider some type of paid park and ride be a part of the final stzation in the Bank of America parking lot.

Communication ID: 343471

Name: Nathan Hoover

Comment:

As it relates to the SLU/LQA area, I would love to see the alignment shown in brown, with the LQA stop being on Mercer Street. I am sure that businesses in the area would benefit from increased foot traffic, and I think the other alternatives (with a station on Republican) provide a solution with too-direct access to the Seattle Center, bypassing the rest of the neighborhood. The preceding station on Mercer seems better for the community as well - with closer proximity to cultural sites on Lake Union and reasonable proximity to new employers like Facebook in the Dexter corridor.

Communication ID: 343480

Name: Andrew Aldassy

Comment:

Wanted to comment as a neighbor that will be in close proximity to the Sound Transit West Seattle extension. I have been following the proposed extension for some time and have some concerns as to the impact it will have on the community that exists here in west Seattle if some of the proposals are implemented. I am all for maximizing the miles

of track that we can get with the tax payer approved funding. That said I would like to see the minimum amount of disruption to people who have decided to make this neighborhood their home over the years. Ideally I would like to see any transit running through the existing right of way whether elevated or not. Ideally in densely built areas close to the Junction tunneling would be preferred despite the added cost seeing it as a longer term solution. This would lessen impact on existing neighborhoods and allow the system not to compete with space with other forms of transportation. I don't understand why a route starting at the Alaska Junction following east on Alaska over the golf course and down to Delridge has not been considered. Furthermore it seems that there could be cost savings of not having 2 stations so close to each other near the end of the line by moving a centralized station to near Fauntleroy and Alaska. Some have expressed concern that it would be too far from the central business district but seeing where the development is currently taking place I'm not sure that's a valid concern. It seems as though a station on Fauntleroy and Alaska would also allow for easier future expansion southward along Fauntleroy Ave without disruption of existing neighborhoods. Tunneling this area at least until the Genesee hill at Avalon would be ideal to minimize disruption and preserve the character of the neighborhood. If Beacon hill and Capitol hill were candidates for tunneling I would hope that we could receive the same consideration for this long term project to maintain the flavor of our neighborhood. I know that I am in agreement with all my neighbors that live along the proposed "yellow" elevated route that would cut through our neighborhood. Please take the time to drive the streets and visualize what a elevated structure would do to this established family orientated part of Seattle. In short my comment: use the established right of way/ public land where at all possible and tunnel as much as possible with cost savings from elimination of redundant stations and cost averaging from total life of project. Please feel free to email me for further conversation.

Andrew Aldassy

38th and Genesee

Communication ID: 343482

Name: Nick Wingfield

Comment:

I voted for ST3 and am a firm believer in the role of mass transit to help make Seattle a more livable city. I am profoundly troubled, however, by the lack of transparency around the long term consequences that your West Seattle light rail options entail for my neighborhood. I have been a fairly regular reader of local coverage of the options under consideration, but it has only come to my attention recently via attendees to your meetings that the post-2030 extensions to Burien could involve, essentially, the wholesale destruction of my neighborhood.

I live on 42nd Ave SW. I've raised my two children here. My wife and I envisioned spending the rest of our lives in this home. I have enthusiastically embraced the changes in the neighborhood, including its growing density. But I do not accept its destruction.

I am now contemplating a future where I could be forced to move from my home and sell it for significantly below its market value, jeopardizing my family's financial security. If there is even a remote chance that an elevated railway could result in a large number of homes south of the Junction being bulldozed as a result of a line extension, you have a duty to make that clear to residents of West Seattle. We should be receiving fliers in our mailboxes.

For these reasons, I favor a tunnel option, even one that travels beneath my house. It is head-spinning to me that, at a moment when Seattle is erasing a 70-year old scar on its waterfront, you propose to carve a wound down the middle of one of Seattle's oldest neighborhoods in the form of elevated light rail. I urge you to consider this seriously.

Communication ID: 343484

Name: Mary Fehrenbacher

Comment:

I do not like the idea of having an elevated line going into West Seattle. A tunnel or street level line would be more attractive. West Seattle is a residential area.

Also, 41st, 42nd, and 44th are all residential streets with single family homes. This would effect the quality of life and home values of many families. Why not go down California, which is mainly a business district. The line could also go down 35th to the Burien area.

Communication ID: 343485

Name: Katie Lewis

Comment:

Thank you so much for hosting open houses last week. Thoughts --

Westlake & International

• Please choose the options that have the fastest and easiest possible transfers for riders between the new and existing stops at Westlake & International. How long it will take to transfer between lines will have a huge impact. Transfer speed/comfort between the different light rail lines should be the number one factor in choosing the new stop locations for stations where there will be more than one line using the same station.

Sodo & Stadium

• Similarly please make sure any light rail to light rail transfers at Stadium & Sodo are as fast as possible.

Ballard station:

• Please have the station have exits on both sides of 45th street. This will make transfers between light rail and east-west transit along 45th so much easier and faster.

• Have the station have exits on both sides of 15th as well as having exits on both sides of 45th. If I had to choose only one, I'd place higher priority on having exits on both sides of 45th, but we should do both. Please figure out a way to make this happen.

• Choose either the tunnel or high bridge alignment so that the train is never stopped for bridge openings.

• Consider including bike/ped crossing along any bridge if the bridge option is chosen; there currently is not a good way for cyclists to cross the channel near the Ballard bridge.

Interbay Station

• Please make transfers between the station and Dravus transit fast and easy for pedestrians. If the brown line is chosen (from the map at the open house), please either scoot the station closer to Dravus street for transfers to transit

on Dravus or do what our table organizer was saying was being explored on working with SDOT to get a bus route that passes from Nickerson to Dravus going past the station so that transit naturally passes the station without going out of its way.

Smith Cove

• Of the options shown the stop near Galer street looked best (the brown line in the presentation) of the options discussed at my table, but I'm sure there are more factors we might not have considered.

• Please make the stop accessible by bike from the waterfront trail.

Denny:

• If you have stop near Denny please make sure there is an exit on both sides of Denny. Not having to cross Denny to get to the station near there will be greatly advantageous to riders as Denny is busy and takes a while to cross.

• If you are putting exits on both sides of Denny I'd love it if cyclists could ride under Denny as well as that's pretty close to a point that would make sense in connecting Westlake cycle track to 2nd avenue cycle track.

Please compare how fast transfers between transit lines will be for riders switching lines. I've been unable to find any description of this in looking at the different alignment choices and it seems like a critical factor in deciding stop location for stations that have more than one light rail line passing through them.

Thank you so much for working on this.

Communication ID: 343486

Name: Daniel Fehrenbacher

Comment:

West Seattle is a residential area, an elevated train would impede on the privacy of the residents along the route. It would also decrease the value of the houses along the planned routes., therefore producing less tax revenue. I am against any plan that takes the light rail down a residential street like 41st, 42nd, or 44th Ave. The light rail should be on one of the two commercial streets though the area, California or 35th Ave.

Communication ID: 343487

Name: John McAlpine

Comment:

We voted for the light rail to go up Fauntleroy Way SW and SW Alaska St. The station would be located on SW Alaska St east of California. This is what Sound Transit presented to use for our vote. I approved of this. Very few structures would be disturbed, especially peoples hard-earned homes.

Now Sound Transit has elected to do away with what they presented to us for our vote. Now you want to swing the light rail south by either going down 41st, 42nd or 44th. We didn't vote for this. Either of these options will destroy the value of homes on the chosen street and those within 300 feet parallel to the proposed ST4 extension. Homes will be unsellable on the chosen street knowing an elevated light rail will be coming down that street in the future. Why would

anyone buy a home knowing the home will have an elevated light rail adjacent or in front of the house. House values will be cut in half. Will ST cover the lose.

You need to construct a tunnel if these new options are being regarded. There is no need for an ugly 'viaduct' going through West Seattle residential neighborhoods.

Capital Hill, Beacon Hill and the U-District received tunnels...so should West Seattle. The tunnel should start half-way up Genesee.

Please do the right thing.

Communication ID: 343488

Name: Rachel Bowes

Comment:

Hello, I am a resident of West Seattle on 41st Ave SW and Edmunds St. We purchased our property because of its proximity to the Junction and its beautiful views of downtown, Mt Rainier and the Puget Sound. Since we purchased the property 4 years ago, the neighborhood's value has increased and our investment has almost doubled. We DO NOT want to see the light rail extended as a viaduct down our street. We love our neighborhood and the charm of the WS Junction and request the tunnel option that has been granted to all the other neighborhoods in Seattle. We support the light rail but ask that our neighborhood's charm, vibrancy and growing business community be protected from an ugly, imposing above ground light rail structure. Please find the resources to build a tunnel into West Seattle and respect the investment made by property owners, businesses and families in this wonderful neighborhood!

Communication ID: 343489

Name: Andrea Taylor dwinell

Comment:

Requesting a tunnel instead of above ground light rail please.

Communication ID: 343490

Name: Amy Eby

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong....

With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis,

taking blocks of developable, transit-oriented affordable housing off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values),

increasing noise near residences, and

removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen.

Please commit to our community of West Seattle to make this a reality.

Amy Eby

West Seattle resident since 2000, committed to this community

Communication ID: 343491

Name: Jorge Vargas

Comment:

My comments are for the Delridge station. The station should be placed near Andover, where there are existing businesses and should route up Andover and Yancy. This is the best option. The next best option is a tunnel through the Delridge area.

Communication ID: 343492

Name: Alexander Groothaert

Comment:

I am fully supportive of the light rail to West Seattle, but strongly opposed to an elevated option that would disrupt the character of the neighborhood and the town center feel of the Junction. I am also particularly concerned and strongly opposed to an elevated option for any eventual southward extension as it runs through residential neighborhoods.

I'm also curious as to why a surface street alternative has not been proposed for the junction station in a way that it could be extended south along California Ave SW to Morgan junction and beyond to the Fauntleroy ferry terminal.

Communication ID: 343493

Name: Noelle Huskins

Comment:

Hi there, I currently live in West Seattle about 1 block from the proposed light rail (38th and Genesee) and noticed in your scoping activities there isn't anything about parking. Myself as well as several of my neighbors do not currently have garage/ driveway spaces and street park. Has ST thought about permit or zone parking in adjacent areas?

Also, what is the radius of the project that would be at risk for relocation?

Many thanks, Noelle

Communication ID: 343494

Name: Jerome Faull

Comment:

No rail wanted, says this resident of west seattle. Will really ugly up our area, and rob our neighbors of their homes and/or home values. Tunnel or nothing!

Communication ID: 343495

Name: Christopher Spott

Comment:

I am vehemently against the elevated/ C-ID option that places the rails in a north/south direction on 41st Ave. SW. This would completely destroy our Fairmount Park Neighborhood. We homeowners in this part of West Seattle are already feeling the burden of High Density development and some loss of the character that initially drew many of us to this neighborhood. I am not against more mass transit to our neighborhood, but feel that the tunnel options would be better. This would not only help keep the character of our neighborhood, but help save the investments many residents have made in our homes and our community. As a West Seattle citizen who would be directly and negatively affected by the loss of my property, my home and my investment if the elevated/C-ID plan were to go through, I again express my strong opposition and desire for a tunnel.

Communication ID: 343496

Name: Robert Wiggenhorn

Comment:

I am a huge proponent of having a light rail stop at the Alaska Junction. I think the station should stay in the denser area of the Junction between 42nd and 40th Ave. I have concerns with the option on 44th Ave as that is less than a block from primarily SFH zone residential and not only would change the character of the area but would serve less people considering the densest area of Alaska Junction is East of California.

Communication ID: 343497

Name: Chad Hoggard

Comment:

As a West Seattle resident and homeowner near the Alaska Junction, I strongly urge decision makers to utilize a tunnel in and around residential areas, such as the proposed option of running the line down 41st or 42nd. After all that was done to finally get rid of the Alaskan Way viaduct, we don't need more elevated transit and especially not through residential neighborhoods. Please consider the use of a tunnel in lieu of elevated or ground tracks at the junction.

Elevated or even ground tracks through West Seattle will lower housing values around those tracks, displace families, and deteriorate the aesthetic appeal of West Seattle. If Capital Hill, the University district, and eventually Queen Anne can justify the use of tunnels, West Seattle (which is larger than these other areas) should also justify the use of tunnels instead of displacing families and harming the look and feel of this neighborhood.

Communication ID: 343498

Name: Lisa Myers

Comment:

Hello

I am writing to request that the light rail to the junction be a tunnel vs overhead track.

Communication ID: 343499

Name: Christina Fairley

Comment:

I strongly support a tunnel option through West Seattle to preserve the character and aesthetics of the community.

Communication ID: 343500

Name: Fred Ballyns

Comment:

Out of the current options prefer West Seattle Tunnel option. Main thing I don't like is that plan shows destroying more homes in Youngstown than other designs. Would like to make turn farther south to save the homes and cut through the golfcourse connecting to Oregon, but understand Oregon might greatly increase price making it a bad move. I like Alaska Station at 41st as it is centrally located between grocery stores. Believe orientation needs to be north to south for future stops of Morgan Junction, Fauntleroy Terminal and Westwood Village.

Practically speaking I do not plan on using the West Seattle Light Rail Expansion. My primary commutes from West Seattle are all significantly slower using public transportation. Only time I ever use public transportation is when going to the airport and I'm not in a hurry else I use Uber. Therefore the only way light rail can help me is by getting other people off the road and out of my way. Defaulting Orca card so people can't spend more than region day pass amount excluding ferries. Other things that would help people want to use light rail is if it had a pickup/drop off area for Uber/Lyft as well as spots for car2go and electric bike charging stations. Free wifi would help people feel like their time is not being wasted as much.

Communication ID: 343501

Name: Nancy Wright

Comment:

As a resident, I prefer a final orientation that permits further expansion. Either of the North-South orientation options is appealing. If the Fauntleroy routing is selected, is there better service to the Delridge and Duawmish sections of WS? I cannot readily tell on my phone screen if that routing provides a station in the area. Service there would expand the ridership

I also recommend pedestrian safety improvements around the Avalon station as that is a difficult area to cross

Communication ID: 343502

Name: Nicholas Mirra

Comment:

In West Seattle, I support the yellow-colored alternative.

In downtown I support the cut and cover station on 5th and the blue route through South Lake Union (5th/Harrison/Republican).

In Interbay I support the route with a station at Prospect St.

In Ballard I suppose the tunnel crossing and a station at 15th.

In general, I believe the most important considerations for alignment should be ridership and future system expansion. For that reason, a swing bridge in Ballard and a West Seattle route that ends pointing west instead of south both seem short-sighted. After that, I think avoiding or aggressively mitigating economic or environmental impacts to lower-income

communities should be prioritized. If Sound Transit is going to go over budget on this project, the money should be spent making construction easier for Delridge and the International District, not appeasing the aesthetic preferences of West Seattle or Ballard homeowners.

Communication ID: 343503

Name: John Neuharth

Comment:

Greatly prefer the high bridge or tunnel option due to the drawbridge's impact on reliable scheduling.

Prefer station on 15th and Market instead of 14th and Market.

Communication ID: 343531

Name: Stephanie Cristalli

Comment:

I was against the monorail and I am definitely against a raised light rail system. This is 100% going to ruin the quality of a beautiful neighborhood. This should absolutely be outlawed.

If it's not underground, it needs to stop on Avalon or the intersection of Alaska and Fauntleroy by Trader Joes where these is a dense urban neighborhood. The city could build a park and ride down there.

To ruin the property value of homeowners in an already overpriced city is not okay. Where would they go once their neighborhood and home is devalued?

Please stop this absurdity immediately. Use our waterways as transport instead!!!!! Ridiculous that this is so underutilized in a region where our waterways are so vast.

Communication ID: 343536

Name: Christy Faull

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong....

With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis,

taking blocks of developable, transit-oriented affordable housing off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values),

increasing noise near residences, and

removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen.

Please commit to our community of West Seattle to make this a reality.

Christy Faull

West Seattle resident since 2003, committed to this community

Communication ID: 343539

Name: Danielle Launders

Comment:

Please rethink the routes so that you are not displacing so many families or running a train through their front yards.

Communication ID: 343541

Name: Laurel McConnell

Comment:

I am so excited our city is addressing the dire need for public transportation that will connect neighborhoods and alleviate traffic on our over crowded roads! However putting an above ground transit on the surface streets will not only disrupt the lives of many who live on these streets, but will drive property values down and leave many no choice but to abandon their homes in search of another as blocks of historic, charming homes are bulldozed to make way. The other neighborhoods are going to have a tunnel, so west seattle deserves one too. Let's orotect the integrity and charm of our historic city while promoting growth and families as residents by keeping properties intact and minimizing disruption in our city's boroughs <3

Communication ID: 343543

Name: Jen MacNiven

Comment:

No above ground rail system! West seattle has already been ruined with 6 story condos everywhere and then a towering rail system? No way! There's no room!

Underground is the only way to go and clearly has been accomplished and accepted in other areas of Seattle!

Communication ID: 343549

Name: Matt Macdonald

Comment:

I live in West Seattle in the Alaskan Junction. After reviewing all presented options I would strongly dissuade any above ground options. One of the benefits of the West Seattle neighborhood is it's residential feel. It's relatively quiet and very walkable. While there are many businesses in the area, I feel the impact of either having the elevated station at 41st and Alaska (in the East-West) orientation would at least be better than the North-South orientation. The incentive for me is that a) this displaces a lot of my neighbors and the neighborhood that I cherish as a walkable, quiet, area and b) it would result in a light rail station that looks like it's right in front of our townhouse. This will completely destroy both the peaceful area in which I live, but it will basically tank our home's property value.

Ultimately I think any above ground option is not the right choice. I had always envisioned this as an underground tunnel, and anything alternative just seems like a bad idea. It alters the look and feel of our Junction neighborhood, and frankly doesn't make sense in a plan that already has so many underground stations in the heart of a residential neighborhood. Think of how absurd having an above ground station in Capitol Hill would have looked, and how it would have affected all the residential property in the area.

Communication ID: 343554

Name: Megan Bird

Comment:

Please opt for a tunnel rather than an above ground option!

Communication ID: 343557

Name: Matt Macdonald

Comment:

I left a comment before, but I had another point to make in addition.

I also am skeptical of the outline for "elevated station at 41st/Alaska (north-south orientation)". It suggests that this option has a lower business impact than the alternatives. But I find this untrue. In the "elevated station at 41st/Alaska (east-west orientation)" outline it says the business impact will be higher. The difference to me is that the business

impact in the east-west orientation is very minimal. Worst case you're affecting line-of-sight and accessibility to these businesses. There shouldn't be any actual displacement of the businesses themselves.

In the north-south orientation not only would it displace people's homes, it would affect the residential areas surrounding the rail system. This potentially will result in an even greater effect of people leaving the area. This severely disrupts businesses in the area. Even in the best case scenario where everyone is happy with the rail system being in this location, you still will have to acquire the land and force people out. I would seriously consider the revenue these residents bring to the businesses in the area. To say that this option does not also affect business is, or downplaying the impact to businesses, is very misleading.

Again, I strongly oppose any above ground options in my neighborhood and urge planning of any light rail system to be placed underground.

Communication ID: 343558

Name: Erin Stroup

Comment:

After going to the community meeting and learning the different possible routes, I feel the clear decision for the neighborhood is to only have an underground station at the alska junction as well as any other stops moving south. Having anything above ground would inturpt the neighborhood and displace too many residents.

Communication ID: 343559

Name: Erin Stroup

Comment:

I just commented but forgot to say it's worth the extra cost and investment to do all work undergound as it will save if not improve the integrity of the neighborhood and displace less people.

Communication ID: 343560

Name: Stacy Hansen

Comment:

Why is the project looking at a light rail only bridge? The Ballard bridge needs upgrading, especially since Ballard is last on the list to get light rail in the entire region. The bridge is too narrow now and if the option chosen is one that does not need a drawbridge why would you spend all this money for one thing? It seems like you are spending billions of dollars to add light rail and interrupt traffic for years but not integrating some of that money to improving other infrastructure that could be combined in a limited fashion.

Communication ID: 343571

Name: Gillian Chappell

Comment:

I live in the Pigeon Point area of West Seattle. I am delighted that light rail is being brought to West Seattle and that we will be connected to downtown and all the way to Ballard - very exciting!

However, I personally, will oppose this project with every cell in my body if the light rail is elevated. An elevated light rail will devastate property values and ruin the views and the ambience of the residential areas that the light rail passes through. Where the light rail passes through residential neighborhoods it MUST be underground!

Communication ID: 343573

Name: Meg Cook

Comment:

Sound Transit Board,the only preferred alternative for entering West Seattle is by TUNNEL.

You would not have the extensive loss of peoples lives, homes and businesses displaced.

I am so opposed to the elevated Sound Transit Rail alternatives of Fauntleroy or Genesse St.

The physical appearance of a elevated rail, 50',60' or 100' is so degrading to West Seattle. Just the physical sight of enormous cement columns is atrocious and horrifying, let alone the sound,noise,the pollution that drips down from the tracks. Other locations only accept a tunnel, why shouldn't West Seattle!!

So let's keep West Seattle first class and have the tunnel.

Thank you,

Megan

Communication ID: 343574

Name: Paul Dieter

Comment:

In reviewing the plans for the yellow elevated alternative for West Seattle it occurs to me that no where on the link light rail line either existing or proposed are there two stations as close together as the Avalon and Junction stations. I understand the ridership access issues that might dictate this, however I think it would be mandatory that an EIS include the impacts on the neighborhood community in this thoroughly unique alignment. Two underground stations don't seem to present any particularly unique obstacles outside of parking impacts and need for pedestrian improvements that would be needed in either case. But two elevated stations within 6 blocks and Line of Sight of each other seems very unique and deserving of extensive environmental impact study. A brief look at the map with

knowledge of the topography leads me to estimate over 2000 homes with dual LOS proximity to these two stations, possibly unprecedented impact within the complete Link Light Rail system.

Again as I stated in an earlier comment every one of these home's value will be impacted negatively and thus also impact the local tax revenue, perhaps double the impact when the lost increase in value the buried line would have on these same homes. There should certainly be a detailed accounting of this impact on Seattle tax revenue in comparison to the added cost of the tunnel option.

Communication ID: 343575

Name: Joann Arruda

Comment:

Please consider a tunnel instead of an elevated light rail in West Seattle.

Communication ID: 343578

Name: Erin Cassidy

Comment:

I have lived in West Seattle for over 10 years. We are so exited to have light rail coming to our neighborhood. With 1 in 5 people in Seattle residing in West Seattle, light rail cannot come soon enough....especially as there is just the West Seattle bridge to get us in and out. With this being said, it is so important for the light rail to be in a tunnel. Having the light rail above ground on a Viaduct will break up the sense of community we have....for instance the Sunday farmer's market, the summer and fall festivals in the Alaska Junction, our summer time parades, etc. And a light rail Viaduct in the Alaska Junction will break up the sunlight and create shadows on our businesses and sidewalks. Capitol Hill, Beacon Hill, and the U district have all gotten tunnels for their light rail. West Seattle is just as an important neighborhood and deserves an esthetic option for its light rail as well....and one that will not disrupt our sense of community. Please bring light rail to WS sooner and please seriously consider the tunnel option for the sake of the community that lives here. Thank you for your time and consideration.

Erin Cassidy

Communication ID: 343582

Name: Gerri Daniels

Comment:

Hello,

I'm begging you to choose a tunnel for the upcoming West Seattle light rail route; not the two elevated track options.

The elevated options are so tall, and so hideous, so loud, they would destroy the neighborhood as we know it; destroy the Junction as we know it; destroy almost any sense of pride we've grown in the community. In the past you chose tunnel options for the Capitol Hill and Roosevelt stations--please also do so for West Seattle.

Thank you.

Communication ID: 343587

Name: Sarah Stephey

Comment:

I am writing to voice my family's opinion about the options being explored for the extension of light rail into the west Seattle junction. We look forward to using this light rail in the future and have always voted in support of expanding its services.

I live in Fauntleroy, so my home will not be directly impacted by this expansion. On principle alone, I strongly disagree with the elevated rail option that tears directly through a residential neighborhood full of growing families. I also personally know several of these families and feel heartbroken on their behalf to think of them essentially being forced out of west Seattle in this way.

Please do not put speed and economy before community in this situation. A tunnel would clearly serve this community better. If the elevated rail option is chosen, please have it run down pre-existing commercial avenues. Seattle should not tear apart existing healthy communities in its progress towards urbanization.

Thank you for your thoughtful consideration of this matter,

Sarah Stephey

West Seattle resident since 2008

Sent from my iPhone

Communication ID: 343589

Name: Dana Cali

Comment:

Hello, I am writing to express my 100% OPPOSITION to having an elevated rail structure/system for 41st Ave. SW (north/south orientation). An above ground structure such as this will ruin the Fairmount Park neighborhood and potentially dislocate many homeowners in the area. As a West Seattle resident for the past ten years, I love my neighborhood and hate the thought of it being taken over by a massive infrastructure project when other options are available. As a homeowner on 41st Ave. SW, I am particularly against this elevated option! As a Seattle native I have obviously seen more changes than I can count to my city. In the past 45+ years I have witnessed the good, the bad, and the ugly. Please do not contribute to more of the ugly! I am pro public transit. Please go with the tunnel options for West Seattle! Let's do this right the first time around so we don't look back 50 years from now and say, "What were we thinking?!" Thank you.

Communication ID: 343593

Name: Halley Norman

Comment:

I strongly support above-ground expansion to West Seattle, as well as cost-reduction opportunities in Ballard, allowing for further expansion to neighborhoods like White Center, allowing them to be more effectively connected to the whole of the city. Though not exclusively true, many residents of both Ballard and West Seattle already have greater access to the city not just by location, but by way of their economic resources. These communities, though certainly benefited by ST3 expansion, are not as in need of it. Beyond this, choosing more expensive expansion options in these neighborhoods for the comfort of current residents, rather than expanding fully to lower income neighborhoods, continues to perpetuate the legacies of redlining still clear in our city today.

Communication ID: 343594

Name: Ashlee O'Malley

Comment:

All West Seattle stations should be underground!

Communication ID: 343595

Name: Cindy Dieter

Comment:

I am very concerned about the noise levels of an elevated train through a residential area on a hillside. Your research should include a study of noise levels and the total area affected by an elevated train, frequency and times of noise impact. In the summer months when windows are open at night, the noise from the port, air traffic and recycling plant activity - all of which is farther away than the proposed elevated train - is significant. Adding to it could have a devastating impact on the entire community.

Communication ID: 343596

Name: IA K

Comment:

A TUNNEL instead of elevated light rail into West Seattle should be proposed! A tunnel and underground station would not only protect property values but also keep the neighborhood charm and scenery intact.

Communication ID: 343597

Name: Richard Kettlewell

Comment:

Not in favor for elevated rail. City of Seattle “Fauntleroy Project” was postponed and now we know it could be replaced by a forest of concrete pillars supporting a train.

An elevated train displaces families from there homes, reduces property values for those that live in near proximity of an eyesore, creates a major disruption in traffic flow, and destroys neighborhoods by the sheer size of this monstrosity.

This is nothing less than building a smaller version of the “viaduct” through West Seattle. Tunnels are being used on Capital Hill, through Montlake, U District etc.

So does Sound Transit and the City of Seattle consider West Seattle a second class neighborhood?

It may be more expensive to build a tunnel but building an elevated train is being short sighted. Transportation should be viewed as long term. A tunnel will last forever and you build it once. That’s it.

Imagine a stalled train on Fauntleroy or Gennesee and fire trucks parked for hours unloading passengers from as high as 50-85 feet. Really? Traffic would be backed up to I-5 and beyond.

If releasing heavy traffic is an issue then move the Fauntleroy Ferry Dock out of West Seattle. Tens of thousands of cars come from seattle to the Fauntleroy Ferry Dock. In summer months vehicles stretch for a mile long to catch the ferries. All that traffic uses Fauntleroy. Move the ferry dock to Harbor a Island or downtown Seattle, where it belongs.

It should be obvious to any rational person that a elevated train will be obsolete the minute it’s completed. That will never happen with a tunnel.

The choice is clear. Build a tunnel!

Communication ID: 343598

Name: Jeremy Grosser

Comment:

I'd like to see some attention to the retail environment around the proposed stations in the Environmental Impact Statement. For example, if a station were built on 5th Ave in front of the Central Library, there is little to no street level retail adjacent to that location, nor is there any space that would be easily developed.

Transit stations in the urban core are not just a means of connecting to other location, but a meeting place for the community and often the first exposure a visitor will have to the city. Many cities use leasing of mezzanine-level retail within transit stations to offset some of the station's operational cost and provide valuable services to the community. Coffee shops, flower stands, and drug stores are examples of desirable tenants for such a location. The Port or Seattle

already operates concessions within the airport with a vendor selection process that emphasizes a mix of large and small businesses. Why can't our transit stations do the same?

Communication ID: 343600

Name: Steve Lippert

Comment:

The proposed west seattle alignment through established housing on 41/42 is totally ridiculous!!!! Trashing this neighbourhood with HALA and now transit and not servising the alignment next to the commercial properties in the junction is stupid. This doesn't work with the topography....all housing west of the junction will be under served and the hill will prevent people from walking to transit.

Make the alignment as close to California and the junction as possible or stay on established roadways. DON'T carve out the route through single family neibourhoods.

This is in violation of the neighborhood comp plan as is HALA that was adopted by the city counsel and is now being ignored. Stop it.

Put transit on established roads or build a transfer station in the junction and service the station with busses on loop routes all over west seattle. Much cheaper and it will better serve more people.

Communication ID: 343602

Name: David Avenell

Comment:

I support an underground station located at 41st and Alaska. There seems to be an obvious location for the station at the current Bank of America site. I do not support any forward planning for an elevated/surface level route that runs north-south towards Morgan Junction. This would destroy the fabric of the single family home communities along the route and is the wrong approach for Sound Transit to take in West Seattle. Light rail stations at UW, Capitol Hill, and Beacon Hill have been successful by providing a new line of transit while not disrupting the current residents through excessive means such as eminent domain. Let's hope this practice continues in West Seattle and other neighborhoods during the build-out of ST3.

Communication ID: 343603

Name: James Rillera

Comment:

The West Seattle Community agreed to Light Rail the ended in the West Seattle Junction, now the plan seems to go through destroy Residential Areas. You need to use a Tunnel, as provided to other neighborhoods throughout the Seattle area wherever feasible.

NOTE... the next phase that looks at OPTIONS to go down residential streets like 41st AVE SW are ridiculous

Communication ID: 343612

Name: Henry Zimmerman

Comment:

I think it would be a shame if the light rail was not put in a tunnel when it reaches West Seattle. I think above ground rail in sodo is more than acceptable given its industrial character and zoning, but the elevated rail in west seattle will be an eye sore, reduce adjacent property values and have a lasting impact. Ultimately, I believe, an above ground elevated rail option will be torn down and put in a tunnel in the future... just as SR-99 has been rerouted into a tunnel downtown. We should do it right the first time, and not waste tax payer dollars by building an option that is essentially asking us to build this twice. Please work to get the necessary funding to pursue a partial tunnel option.

Communication ID: 343623

Name: Jeff Sorensen

Comment:

I live in West Seattle on 39th Ave SW between Oregon and Genesee. The new proposed light rail routes would go almost right through our house and would displace our family of four, causing a major disruption in our lives and most likely causing us to have to change schools/preschools.

Our family and neighbors would definitely prefer a tunnel, or at least a route that goes along Fauntleroy or up 35th Ave SW, so that not as many people would be forced out of their homes. These routes would also probably be easier elevation-wise. A decision to have light rail go right through a single family neighborhood instead of along a more major street like Fauntleroy or 35th makes us think that you care more about protecting businesses than the people who have lived in this area for many years. I am a fan of light rail, but I am not a fan of these new routes that seem to intentionally displace a large number of people from their homes.

Thank you for listening.

Jeff

Communication ID: 343624

Name: Jeff Sorensen

Comment:

I live in West Seattle on 39th Ave SW between Oregon and Genesee. The new proposed light rail routes would go almost right through our house and would displace our family of four, causing a major disruption in our lives and most likely causing us to have to change schools/preschools.

Our family and neighbors would definitely prefer a tunnel, or at least a route that goes along Fauntleroy or up 35th Ave SW, so that not as many people would be forced out of their homes. These routes would also probably be easier elevation-wise. A decision to have light rail go right through a single family neighborhood instead of along a more major street like Fauntleroy or 35th makes us think that you care more about protecting businesses than the people who have lived in this area for many years. I am a fan of light rail, but I am not a fan of these new routes that seem to intentionally displace a large number of people from their homes.

Thank you for listening.

Jeff

Communication ID: 343625

Name: Sara Bernson

Comment:

I'm against the 15th Ave alignment. It is already hard enough to use 15th- losing the turn lane would make things worse.

I support the tunnel at 14th because maritime interests are protected- less property impacts.

Without excellent coordination w/ bus system, this won't work.

Communication ID: 343626

Name: Gerald Sousa

Comment:

I would like to comment on your proposal for the West Seattle Light Rail. It seems to me you are Alaska Junction residents to accept an above ground station that will decrease property values when no other neighbor hood has been asked to except this loss. I think the a Tunnel is really the only way to build as it not only option that maintains the neighborhood.

Thank you

Gerald R Sousa

Communication ID: 343630

Name: Ron Main

Comment:

We support the tunnel option for the Alaska Junction. We strongly oppose either a surface or elevated station in the Alaska Junction. The impacts of an elevated or surface option in the Alaska Junction would destroy the character of this community. The Alaska Junction deserves the same treatment (tunnel) that was used on capitol hill, the university district, and the Beacon Hill communities.

Communication ID: 343631

Name: Gayle Sammons

Comment:

I am a West Seattleite who was devastated when the monorail was voted down after property was purchased , plans all set for building etc, I believe we would currently have that transit option right now had we not gone down the chosen path. So, what I know is that we need to get West Seattle and Ballard on the light rail grid. - sooner than later - however that may be done with the least amount of environmental impact. Seattle needs to catch up in the transit arena.

Communication ID: 343633

Name: K. R.

Comment:

Perhaps some additional information is required, such as how many homes will be

destroyed if the above-ground station route is selected?

I have lived in West Seattle for eighteen years and I really enjoy my neighborhood. It has

been a difficult time watching all the apartments, loved restaurants etc. that have come and gone. My neighborhood has changed a lot!

Every other neighborhood in the area has had the tunnel option selected. Please protect what is left of our community and build a tunnel. West Seattle has already seen significant changes due to urban village zoning. Enough is enough!

Build a tunnel for West Seattle like Capital Hill, Beacon Hill and the U-District.

Communication ID: 343635

Name: Anonymous

Comment:

[Letter PDF received in mail on 2/26, Erin Green FW'd to WSB scoping inbox 2/27]

Sound transit -

No - No - No - No

No - No - No - No

I voted against monroail

**Very few people know it is going to be 60 feet high right in front of me ** - one block from 15th ave. I don't want to look at this cement construction and the cost is unreal. Just add more buses or keep it on the street level.

14th ave west

Communication ID: 343636

Name: Bob Huppe,Maggie Lewis

Comment:

I attended the Sound Transit meeting at the Masonic Hall in West Seattle tonight. I am a West Seattle-ite since 1982 and have lived in Seattle since 1954. In the 1960's as a school girl I watched I-5 be built through Seattle and developed my first sense of injustice when I saw neighborhoods bulldozed and learned about eminent domain. I understand the benefits of mass transit and use it at every opportunity, but I still do not understand when people are not truly fairly compensated for their losses in the process.

My preference for light rail to West Seattle would be an alternative thathas the least impact on homeowners and businessesthat the light rail is going to pass through.

From looking at the 3 alternatives presented tonight, I think there is amix and matchthat could happen that would lead to the least impact on those people.....that would bechoosing the BlueWSTunnel line, BUT in the Delridge area have it follow the red or orange line until the tunnelwhich in the Delridge area would mean fewer residential impactsas it makes a sharper turn near Genesee instead of crossing over so much of the Delridge neighborhood. If this means that the blue line would cross to the south of the WS Bridge, that would be OK.

**Then the tunnel compared to either elevated alternative would result in fewer business effects in the Alaska Junction. **I favor the 42nd Ave stop in the Alaska Junction as a middle alternative to either 41st or 44th.

I have two main concerns: 1)residential and business displacementand loss of property without true compensation 2)the visual impact of the elevated structuresin a very hilly area...the tunnel just makes sense. Other hilly areas (Capitol Hill and Beacon Hill) have tunnels. West Seattle is more hilly than those areas. We need the tunnel just as much as the others.

Thank you,

Maggie Lewis

(206)938-2710

Communication ID: 343637

Name: Rieko Tsukagoshi

Comment:

I am totally against the tunnel alignment options in West Seattle. The tunnel alignment options will affect so many residents and their property values. We would rather not to have Light Rail here in West Seattle if Sound Transit doesn't choose tunnel. Please do it right from the very beginning and have the long term vision to see not only present but future. The structure will last so many years. West Seattle residents deserve the same as residents in Capitol Hill, Beacon Hill, and U District. Thank you.

Communication ID: 343638

Name: Mark Lenssen

Comment:

My observation is that the Sound Transit team working on the West Seattle alternatives are attempting to torpedo the tunnel approach into the Avalon and Alaska Junction stations by inflating the "extra" costs and potentially dismissing costs from the baseline ST3 scenario (and the elevated alternative). I will be strongly supporting an independent review of the cost estimating because ST doing this themselves is a conflict of interest. They are not really concerned about the impacts in a neighborhood, they just want the rail built. I don't trust this organization to provide true and transparent information both to the public as well as the people selected to "represent" the people in the Elected Leadership Group, the Stakeholder Advisory Group, and finally the ST Board. Any elevated options ruin many aspects of the Avalon and Alaska Junction areas. The overhead structure is massive and while putting that in place in locations such as the airport or the south bellevue P&R might be okay due to the major transportation infrastructure already in place at these locations (I hear Northgate also looks pretty daunting), putting this infrastructure into a neighborhood is really unacceptable.

Also, the Level 3 Delridge station alignment makes no sense and was not previously reviewed by anyone, so it shouldn't have slipped into the Level 3 alternatives. It appears this nonsensical alignment was dropped in to elevate the costs, and again, support torpedoing the tunnel alternative. This appears to be a strategy of ST because it is not logical. Keep the Delridge station on Delridge. Displace as few residents as possible and get station as close to the bus stops on Delridge near Andover.

Regarding the "north" alignment of the West Seattle bridge, it seems largely a waste of everyone's time to even consider this. While the "steep slopes" are a concern for the south alignment, at an additional cost of $300M to avoid that seems simply very poor judgment. There seems very little benefit to evaluating this alignment, nobody at the open house could figure out why it was there, and the ST staff we asked didn't have any answers either. Stop wasting our time with your strategy to torpedo the tunnel alignment.

Finally, please stop ignoring the people's input on this project, which largely seems like a check the box activity for the ST team. Nobody in West Seattle wants an elevated alignment at Avalon or Alaska, it displaces too many people (and leaves too many properties in waste), it looks ridiculous in a developing urban district, and it would severely impact the already very difficult commute challenges in and out of this area of West Seattle.

I plan to write an Opinion article in the Seattle Times to highlight what seems to be a harsh strategy of eliminating the best option for the West Seattle Community, all to rush ahead with a poorly laid out plan for the original ST3 alignment. That reminds me, when West Seattle supported the vote for ST3, the assumption was it would be underground like many other locations in Seattle. Before the vote, there was even markings on the ground where someone estimated the entrances down to the station would be. Yes, that was a lack of awareness on our part if the ST3 package truly intended for an elevated alignment, regardless of that, elevated stations in this neighborhood just don't fit. Let's put an elevated station at each of the ST Board's homes and see if they think a tunnel is a better approach.

Mark

Communication ID: 343639

Name: Patrick Manley

Comment:

West Seattle needs a tunnel, not an elevated track that will divide and condemn the neighborhood to decades of unsightly, imposing, shadow-casting, spirit-crushing transportation infrastructure. If you can't find the money to drill a tunnel under West Seattle, then forget the whole project. We've paid for everyone else's tunnels all over the City, and continue to pay for them. Stop disrespecting West Seattle by shoving giant, imposing, dividing ugly infrastructure down our throats.

Communication ID: 343640

Name: Rich Koehler

Comment:

You need to pick a tunnel option. We just tore down the viaduct - don't move it to our neighborhood. It will destroy and bisect our community if its elevated.

You should choose 41st or 42nd locations. They are central and ideal for TOD. Bus service is easy, using the E/W route on Alaska St. It also fits with the planned greenway (42nd) and the neighborhood plan (SMC).

You can descope Avalon station to save money (if needed). Its walkshed is poor. It is sited at a traffic/[illegible] congestion point, limiting transit flow. A station at 41st would serve the area perfectly well.

Communication ID: 343641

Name: Dianne Snyder

Comment:

Are there any thoughts on linking up with the Fauntleroy ferry dock? There are many commuters from the Kitsap Peninsula and Vashon Island who would greatly benefit from walking off the ferry and directly onto Sound Transit. Many folks would indeed leave their cars behind, greatly reducing traffic in the Fauntleroy, Morgan Junction and other West Seattle neighborhoods. Isn't that the idea of (Puget) Sound Transit?

Communication ID: 343642

Name: James (Jim) Price

Comment:

I don't think the negatives to home owners and neighborhoods has been given enough weight!!!

Our lower Pigeon Pt [Point] Neighborhood on 23rd and 22nd has a lot of "community sense", we even wrote and received a grant from the city to build our little park on the north end of 22nd.

The concensus from the last meeting at the Masonic Lodge at my table was to build the tunnel through Puget Ridge - no houses taken, devalued, or negatively impacted - I still want that route - the Port [illegible] said the Port wanted that route.

Of the 3 choices tonight, we prefer the north side of the bridge as it won't be too harsh on our neighborhood and after all the Port's Pier 5 construction is only temporary - our homes are long term.

Also -Fauntleroy route is part of the Junction and the best route for the Junction

Communication ID: 343643

Name: Anonymous

Comment:

The tunnel would be a better option because:

won't interfere with people's houses/apartments

2. won't be noisy

3. we wouldn't have to see it out of our window

I'm 13 and in the 981267 area and one of my [friends] live in the zone of houses that may have to be torn down in order to build the elevated bridge.

Plus, it would keep west seattle unique from the rest of the city which has a bunch of bridges and polluting factories so therefore, the tunnel would be a better option.

Communication ID: 343648

Name: Paul Dutton

Comment:

Keep the "Purple Alignment" from level 1 but as a tunnel starting around 4th Ave S. to Delrdige (level 1 version) carry on with "blue" level 2 options to Alaska Jct [Junction].

Eliminates costly bridge

Isolates crossings from W. Seattle Bridge (think disaster)

Capitalize on economy of scale with tunneling

Minimizes surface impact

Minimizes Port interactions, BNSF, WP. etc.

Doesn't chance stations can move mining [?] operations away from neighborhoods

Possible tie-in opportunities with downtown alternatives

**Keep in the EIS at minimum! ** so it's an option for value engineering later.

Communication ID: 343649

Name: Kathryn Vitelli

Comment:

I would prefer the use of a tunnel option so there is less disruption of the character and neighborhoods of West Seattle. I also think that the golf course along Genesee be used for the station and parking instead of it being in the neighborhood along Genesee where it intersects with 32nd. This nieghborhood is already clogged with cars/parking.

Communication ID: 343656

Name: Nicholas Jenkins

Comment:

**I write in support of the tunneled option (blue on the renderings, so "Blueberry") and in strong opposition to either of the elevated options (red and yellow on the renderings, so "Ketchup" and "Mustard," or "KM") for the West Seattle light rail project. **

**There is no support in West Seattle for either Ketchup or Mustard. ** I've attended several of the public forums, including the February 27 scoping forum which featured some detailed renderings of what KM might look like. No one I've talked to liked KM; everyone thought either option would kill a large part of West Seattle's charm. I concur: the towering 60-70 foot columns that would run up Genessee make KM look like something out of a Jetsons cartoon. That that's a lower- to middle-income neighborhood makes it worse. One quote sticks out: "this will be done to us, not for

us." Blueberry isn't perfect -- it still goes underground much further west than the community would desire -- but it's far better than KM.

**Over time, the real cost difference between Blueberry and KM should be far less than $700 million. **I understand that even SDOT insiders would prefer Blueberry but for one big item -- the supposed $700 million cost difference. I've heard a few people wonder aloud why a 1/2 mile tunnel would cost $700 million. But regardless of the cost delta in construction, it should not be a show stopper for Blueberry.

Think about property taxes -- every year. Under either Ketchup or Mustard, significantly more property values will be lowered than under Blueberry. That means lower annual property tax revenues to King County -- for every year in perpetuity. Factor that number in, and the long-term delta is significantly less than $700 million. (Assuming it is geographically possible, that argument counsels in favor of starting that tunnel even sooner than at the top of Genessee. Starting it closer to Delridge would save several hundred more properties -- and the property taxes that come with them -- along the way. That tax revenue could then be used to help finance further light rail expansion across the Puget Sound region.)

_There are ways to cut costs. _

Stop issuing building permits in areas that will be confiscated in the next decade. I understand building permits are still being granted in the northern area of Delridge, where property owners will almost certainly lose their properties to this project via eminent domain. SDOT will be forced to pay a premium for buildings that will only "live" for a small handful of years.

There may be some cost-cutting tradeoffs available. At the February 27 scoping meeting, Stephen Mak opined that "mix and match" options may be available. Perhaps that is possible here. For example, the February 27 scoping handout shows that Ketchup or Mustard would cross Harbor Island slightly to the south of where Blueberry is currently slated. I also recall seeing that Blueberry will be more disruptive to Port business than KM. Assuming that more northern routing is the cause (a guess, I'll admit), SDOT could simply route that portion of Blueberry where KM is penciled to be routed, thereby reducing the cost to the Port. Reducing the number of underground stations from three to two is another obvious option.

**The cost difference is insignificant in the grand scheme. ** According to the Puget Sound Business Journal, the Seattle metro area spends more than $1 billion fighting homelessness. Every year. A tunnel, by contrast, is a one-time expense. Amortize the cost difference over the life of the WS light rail -- say 100 years -- and the cost difference is de minimus. Moreover, the beneficiaries of the homeless programs do not pay for the programs that benefit them. The beneficiaries of the West Seattle light rail, by contrast, _do and would _pay for light rail -- in the form of taxes and rider fees. We should at least get a product that we want -- that is, one that doesn't gut hundreds/thousands of views and the character of the neighborhoods KM would run by and over.)

KM would be a blight on a city moving toward beautification. The rest of the city is moving toward beautification (e.g., Waterfront Park replacing the viaduct). Sound Transit built light rail tunnels downtown and under Capitol Hill and will, as I understand it, also do so in Ballard. All of these tunnels were or will be built, presumably, with an least a partial eye toward aesthetic. West Seattle taxpayers presumably helped pay for those tunnels. We should not be stuck with the Jetsons on our turn.

**KM would almost certainly face a wrecking ball. **Seattle's history is littered with examples of aesthetically unpleasing projects that ultimately met the wrecking ball -- the Kingdome and the Viaduct off the top of my head. KM risks meeting the same fate. I suspect that within months/years of Ketchup or Mustard being built, locals would be working to have it removed and rebuilt underground. And if they were successful, the cost of replacement would be considerably more than it is now. This exact scenario happened in New York City in the 1960's -- for elevated trains built in the 19th century (gulp). We ought not follow NYC's lead.

In sum, SDOT should look at the WS light rail project with an eye on the big picture. When it does so Blueberry is clearly preferable to either Ketchup or Mustard. Construction costs for Blueberry may be higher, but the real cost is comparable -- arguably even cheaper in the long term when you consider property taxes -- than either Ketchup or Mustard. For these reasons I urge SDOT to adopt Blueberry as the (very) preferred option for WS light rail.

Nick Jenkins

Communication ID: 343668

Name: Pat Ennis

Comment:

I almost don't know where to begin - the idea of an elevated light rail line through the historic part of West Seattle is incredibly ill conceived. The object of light rail should be to enhance the neighborhood, not destroy it's character and increase noise. In the midst of a housing crisis you want to tear down homes in a transit oriented area?? You've manage to build light rail tunnels in other neighborhoods and it needs to be done here as well.

I recently built a DADU so that I could afford to retire and stay in my home. I can walk to stores and restaurants to keep me healthy as I age. I seriously doubt that if you build an elevated line that I will get the value for my home that I put in. I have lived in Seattle all my life (68 years) and am very discouraged by the direction you are taking here. Don't ruin my neighborhood by building an elevated line.

Communication ID: 343669

Name: Rich Koehler

Comment:

Hello,

I am writing to offer input related to the scoping of the EIS as it relates to the West Seattle Junction area:

**1. Cost Sensitivity Analysis. **Costs have a tendency to grow as land prices or other factors change. Some of the “low cost” options appear to be more sensitive to potential cost increases than others. In the comparison of options, perform a cost and timeline sensitivity analysis. Compare the range of cost outcomes on the basis of (1) low, medium, and high land cost appreciation; (2) cost and time sensitivity as it relates to the likelihood of appeals and lawsuits from property owners; (3) other significant cost/time variables that planners identify.

**2. Displacement Analysis - All Persons. **Analyze and quantify the displacement of each option. Include all displacement - do not limit the analysis to only certain demographics.

**3. Vibration Analysis - Construction. ** Study the ground vibration associated with construction of all facilities and tracks. Especially note the location of vibration-sensitive buildings such as those built of unreinforced masonry (URM) and thresholds for impact.

**4. Vibration Analysis - Operation. **Study the ongoing vibrations associated with operation of the transit route. Especially note the location of vibration-sensitive buildings such as those built of unreinforced masonry (URM) and thresholds for impact.

**5. Noise Analysis - Construction. ** Study and reveal the noise expected for each option that is associated to construction. Identify the location of sensitive areas such as homes and schools. Set thresholds for acceptable construction noise.

**6. Noise Analysis - Operation. ** Study and reveal the noise expected for each option that is associated to operating the transit line. Identify the location of sensitive areas such as homes and schools. Set thresholds for acceptable noise. Pay close attention to station-area noise arising from increased congestion and loudspeaker announcements. Pay close attention to noise associated with curves in the track.

**7. Traffic - AM Peak. ** Perform a complete traffic analysis that includes the impact of changes to volumes and patterns of cars, ubers, buses, and similar wheeled transport. Ensure that traffic studies include both AM and PM peaks. Ensure that the traffic study is performed at the street and intersection level within the urban villages, with LOS thresholds for each. Note the locations of streets that cannot support two-way traffic due to narrow width and two-sided parking. Take advantage of the Seattle SDOT "streets illustrated" guidelines that designate the streets in the Junction according to their intended use.

**8. Traffic - Commute Through Route. **Note that commuters and trades workers from across the peninsula AND those arriving by ferry from Vashon island traverse through the West Seattle Junction to go downtown. Study the effects of each option on the car commute times to downtown or other off-pennsinsula destinations.

**9. Traffic - Terminal 5. ** For all traffic studies, include the cumulative effects of the buildout of Terminal 5.

**10. Traffic - SW Edmunds St. **Pay close attention and closely study SW Edmunds St. West of California Ave, this street is narrower than SDOT guidelines permit (50' - see attachment and SMC 23.53.015). Study the traffic effects and bike/pedestrian safety issues for this area and at the intersection of Edmunds and 44th Ave SW. Study the safety effects of steep hills on Edmunds, east of 42nd and west of 44th, which create blind approaches.

**11. Traffic - 44th Ave SW. **Pay close attention and closely study 44th Ave SW. In addition to the problematic intersection at 44th/Edmunds, study the 5-way intersection at 44th and Alaska St. The latter is an unusual configuration that requires merging at 44th and Glenn Way SW and likely a safety issue for cars and pedestrians.

**12. Parking Analysis. **Perform an analysis on parking occupancy under all options. Take advantage of the SDOT RPZ study that quantified existing parking occupancy throughout the Junction. Identify the locations of parking lots in the area and locations with the potential for private parking development.

**13. Bicycle Analysis - Greenway. ** Analyze bicycle routes for each option. Identify potential bike safety hazards, such as due to blind corners, hills, or narrow streets that force bikes into traffic. Identify the location of Seattle's proposed neighborhood Greenway (on 42nd) and integration opportunities.

14. Pedestrian Analysis. Study pedestrian volumes relative to sidewalk width and LOS. West Seattle Junction has multiple streets with narrow sidewalks in the California Ave area (California, Edmunds, 44th). Identify potential pedestrian safety hazards. Identify the locations of our "mid-block connectors" which are a partially-completed "pedestrian lattice" network as defined in the WSJ Neighborhood plans. Study the pedestrian impacts at Fauntleroy and Alaska St, which is a busy and complex 5-way intersection.

**15. Bus Integration. ** Study bus integration potential. Note that current bus routes traverse the Alaska St and any stop located on Alaska would be equally viable - do not use only Alaska/44th as a static point of reference.

**16. Walkshed - Topography. **For any walk shed analysis, include the impact of the Junction's hilly topography.

**17. Relevant Planning Documents. **Note the City Comprehensive Plan, which includes the West Seattle Junction Neighborhood Plan as a relevant planning document. Compare options to the goals and guidelines stipulated within this document. Note the West Seattle Junction Design Guidelines as a relevant planning document and compare options to its stipulations (SMC 23.41.004, attached). Especially note the designation of the "commercial core" of the West Seattle Junction. Especially note the pedestrian avenues identified in the Design Guidelines.

18. Grocery Analysis. I have noticed many grocery carts are abandoned at bus stops in our area. Rather than treat this as a nuisance, identify the location of grocery stores and the viability for pedestrians to bring their groceries to bus/station locations (and grocery stores to get their carts back).

**19. Avalon Station Feasibility. **Critically study the feasibility of Avalon Station and its use as a transit connector. Study its potential impact on the intersections at Fauntleroy/WS Bridge and 35th/Avalon. These are among the busiest intersections in Seattle. Extrapolate growth of congestion at these intersections. (See attached data compiled from SDOT traffic studies.)

**20. Avalon Deferral. ** Study potential cost reductions (design and construction) that could be achieved by deferring construction of Avalon station. Determine the ridership impact if this station were deferred; Avalon residents are likely to use Delridge (outbound - downhill) and Junction (return - downhill) or bus route integration if Avalon is not buit.

**21. Historic/Cultural Assets - businesses, murals, landmarks, public gathering places. **Identify the locations of cultural and historic assets, and study the impacts on them for each option. Notable assets include landmarks (Hamm and Campbell buildings), our historic murals, notable buildings from a landmark survey of the California Ave area, historic businesses along California Ave/42nd/44th, 1920 - 1950 era homes, and the use of California Ave/Alaska St for street fairs, parades, and farmer's market.

**22. Open Space. ** Identify the location of public open space, so that potential impacts and potential station integration opportunities can be identified.

**23. Shadows. **Perform a shadow analysis for each option. Especially note shadow effects on sensitive areas such as homes, schools, churches, and open space areas.

**24. Crime and Emergency Services. **Use historical crime patters associated with station locations to create a crime analysis for each option. Identify the locations of emergency services and the likely response time to each station.

I am available for additional questions and can furnish detailed documents on many of the topics above, if requested.

Cheers,

Rich

Communication ID: 343670

Name: Bruce Carter

Comment:

I am attaching my suggested routing topics for study regarding the planned West-Seattle-Ballard ST3 line.

Please advise me ASAP if my comments should be directed to a different address.

Thank you,

Bruce D. Carter

3012 West Eaton Street

Seattle, WA 98199

Communication ID: 343671

Name: Richard Coombs

Comment:

Hello,

Wanted to drop a note since I wasn't able to make it to the open house this last week.

I live on SW Genesee street pretty close to Fauntleroy/35th. I want to stress how disappointing it will be if Sound Transit ends up going with an elevated rail option along Genesee to save some money over the tunnel option.

The City of Seattle just spent money to demolish the viaduct that was an eyesore on the waterfront. Why would we want to have an eyesore created in West Seattle?

If the tunnel option still displaces me out of my home (which I hope it doesn't, it is a wonderful 90 year old house) then so be it. However, at least it won't be because Sound Transit decided to build an elevated railway that will increase noise and in no way be great to look at.

Thank you for taking the time to read this email.

Best Regards,

Rick Coombs

Communication ID: 343672

Name: Ray Krueger

Comment:

The West Seattle community is dedicated to fostering sustainable business growth while maintaining a small town aura attractive to new single residents or those with growing families. These comments apply only to the West Seattle portion of the West Seattle Extension and not to alternative design features under consideration for SODO.

Sound Transit's proposed light-rail extension to connect West Seattle to the Seattle downtown and far-flung reaches of the region offers a viable alternative to the increasingly congested major regional traffic corridors and many residents and small businesses will welcome the added capacity and convenience promised by light rail as an alternative to further reduce auto travel.

Perhaps my following comments apply more to service design elements. Regardless, the alternative passenger station terminations in the West Seattle Junction Hub Urban Village, the location on 44th Avenue SW will be the most disruptive and least convenient situated at the furthest from the urban village center and at the eastern edge of mostly low-density residential properties. The alternative locations spanning SW Alaska Street will disrupt traffic many years during construction adversely impacting consumers' access to retail businesses. The 41st Avenue SW will be relatively less disruptive to through traffic and possibly more convenient for feeder/distribution traffic modes to the station

especially navigating the grade from Fauntleroy Way SW to Alaska Street.Concerns:long-term, adverse converging rider traffic to transfer between light rail and the feeder/distributor private and transit modes;short-term, construction disruption to retail and residential access forfiveyears.

The proposed stations oneither41st Avenue SW or 42nd Avenue SW will adversely impact multiuse business locations with high-density housing. During light-rail construction there will be significant rerouting of all traffic including freight trucks and high-frequency Metro bus routes to SW Oregon Street and SW Edmunds Street. Edmunds has an egregiously steep westbound intersection at 42nd Avenue and the westbound Oregon Street intersection at 42nd Avenue is nearly as steep.

Note: Both Edmunds Street and Oregon Street are relatively narrow for intermittently high-volume traffic for five years during construction.

The Avalon station site to be built is not shown on maps for all alternative routes. It must be included to intercept bus service south on 35th Avenue SW and reduce transit traffic at the Alaska Junction station site, therefore providing more reliable and safer service.Concern: converging traffic to transfer between light rail and the feeder/distributor modes at all sites.

The Delridge station appears to be proposed only for one alternative route. It must be built for any alternative to distribute the traffic volumes to the light rail stations and this location offers a convenient termination for the RapidRide H route, or its successor that will be serving the high-ridership Delridge corridor.Concern: pedestrians safely transferring between light rail and any other travel mode (transit or auto).

To conclude, I support these recommendations:

Span the Duwamish Waterway adjacent and south of the West Seattle Bridge to avoid interfering with Port of Seattle access to Spokane St SW.

Build a station at 41st Avenue SW just north of Alaska Street SW for any alternative route.

Build a station at Avalon Fauntleroy Way SW and 35th Avenue SW for any alternative route.

Build a station on Delridge Way SW near SW Andover Street for the Level 3 selected alternative route.

If outside funding is available, I support a tunnel from the Delridge station to Alaska Junction including a station at 35th Avenue SW.

A major community concern is the lack of engagement with King County Metro on this program.

·I don’t know how buses will serve the station stops and the possible interference by pedestrian traffic running to / from the stations to avoid missing a departing train.

·I don’t know how vehicular traffic will flow past the stations while buses enter and leave the stations.

·I don’t know where, how, or if KC Metro will increase bus service to feed the light rail stations.

·I don’t know how KC Metro will alter service to downtown Seattle and other points east of the West Seattle peninsula.

Sound Transit has refused to discuss train passenger load factors during peak periods which should be the primary factor to forecast Metro bus service to the West Seattle stations and the traffic impact on streets serving the stations.

Communication ID: 343673

Name: Ella Andrews

Comment:

I'm writing to support the proposed pedestrian bridge at Avalon station in West Seattle. The current crosswalks are onerous and really short for kids, elderly, even able bodied fast walkers like me. Make it more friendly to ride than drive for the people walking to the station.

Communication ID: 343674

Name: Ed Altemus

Comment:

I talked to one of your representatives at the meeting on the 27th, there were 8 if us at the table and we all agreed the tunnel is the best option. There was another table next to us proposing the tunnel option as well. We only have one chance to get this right. If it takes more money to build the tunnel it's fine. We should be looking down the road 50 years not just 5 years.

I proposed we go from the Junction down Alaska and have another station at 35th and Alaska then under the golf course. I was told we can't use the green space because of Federal government requirements. Why can't we do something similar to the strip mining they do in other states. We dismantle the golf course, build the tunnel under it and put it back the way it was. The green space is not harmed and the train goes to the next stop on Delridge

All underground. Junction station, 35th and Alaska station, Delridge station all underground. No unsightly tressle, no complaining residents, no evictions of people from their homes. Only a few disgruntled golfers who need to find a new course for 5 years until the current green space is replaced with a tunnel under it and a new golf course above it. What could be simpler?

Thank you for listening. Even if you don't consider this option, the tunnel scenario is the most popular in West Seattle and is the way to go.

Sincerely, Ed Altemus

West Seattle resident

Communication ID: 343678

Name: Elliot Strong

Comment:

I live and work in Ballard, and working at Costal Transportation at the base of 13th Ave W on the south side of the Ship Canal has given me a unique perspective on what is left of the working waterfront. We run 5 ships to Western Alaska

and provide a vital link between the economies of Puget Sound and remote Alaskan fishing communities. If the 14th Ave Bridge alternative moves forward, it would eliminate our business and best case, move 120 jobs out of Seattle/King County. It is my further assertation that Sound Transit cannot interfere with or disrupt interstate commerce under Federal law. Therefore, it would be pointless to move the 14th Ave alignment forward. (Bear in mind 14th lines up with 13th Ave W on the S. side of the Ship Canal and would run straight through the core of our cargo handling terminal.)

Communication ID: 343679

Name: Garrett McCulloch

Comment:

Of the alternatives presented, I prefer the representative alignment. This appears to place the greatest number of stations near actual destinations. Elevated 15th and Market station also provides the best opportunity to expand the line northward up 15th. Second-best would be a tunnel crossing with a station at 15th. 14th Ave NW is not a good station location!

Please also consider a station that includes entrances from both sides of 15th. 15th is an miserable street to cross, so avoiding the need to cross it will make that station and line way better. This is an urban location with lots of foot traffic, so this is especially important here.

Downtown – especially at the Chinatown/ID transfer point – its very important to be able to transfer between lines without leaving the station.

Communication ID: 343680

Name: Isak Lopez

Comment:

I strongly support the West Seattle Tunnel option for routing light rail to West Seattle. With regard to a specific segment of this tunnel option, the only change I would suggest in the West Seattle Tunnel option would be to have the Delridge Station located in one of the two locations suggested by the Representative Alignment or Elevated options. By shifting the Delridge Station further north and east (over Delridge Way), I believe the curved route along Gennessee (to enter the tunnel) can be accomplished and would disrupt the least number of homeowners in that area. Also, the bus connections at the Delridge Stations must avoid the same mistakes made at Mount Baker station. I have no strong feelings with regard to routing this segment over the Duwamish River, but if the routing options south of the West Seattle Bridge are more economical, I believe this cost-savings should be taken into account to help offset the overall cost of tunneling to Alaska Junction. Also, IF deferring the final completion of the Avalon Station would help offset the overall expense of tunneling to Alaska Junction, I believe the remaining Alaska Junction and Delridge stations would do an adequate job of serving West Seattle until the funds become available to complete the Avalon location as an infill station. Perhaps the station box, primary utility connections and entrance footprints (on either side of 35th Ave SW) can be completed as "placeholders" until additional funds (ST4?) become available to complete this infill station.

Communication ID: 343681

Name: Myron Lindberg

Comment:

I reviewed your latest proposal for the West Seattle link and find the option of running the line up SW Genessee between Fauntleroy and 41 st Ave SW to be very disruptive of the neighborhood. It would be a less disruptive to use the option of running the line up Fauntleroy to Alaska. There is also a plan on changing Fauntleroy along this stretch which could be accomplished at the same time as the light rail.

Communication ID: 343682

Name: Isak Lopez

Comment:

With regard to the SoDo Station for the West Seattle segment, I'm ambivalent as to which option is selected as long as the transfer between the two stations at SoDo are as convenient and straight-forward as possible. Perhaps this can be accomplished with a mezzanine platform built over the existing station, with the new line running directly over the existing line.

Communication ID: 343683

Name: Isak Lopez

Comment:

Also, with regard to the new Chinatown-ID station, the deep tunnel options seem incredibly expensive and not very convenient for transfers. The most practical option appears to be the shallow 5th avenue station location, which appears to involve the construction of a mezzanine platform under the current station: this would appear to make the transition between the two stations quick & easy. The added benefit of this shallower station option is easier access/egress in the event of any emergency.

Communication ID: 343684

Name: Isak Lopez

Comment:

I strongly support the construction of a fixed high bridge or tunnel under Salmon Bay for the Ballard Line. Additionally, the Ballard station should be located as far west as possible (14th Ave should NOT be the station location). Finally, the

Ballard Station should be constructed with the eventual connection to an east-west route that runs at least one more stop west of 15th Ave and east along 45th Street (roughly).

Communication ID: 343685

Name: Mark T Blitzer

Comment:

I am commenting on the segment of the route approaching Ballard. I already gave some comments at the recent Ballard open house at Ballard High School, but had some additional comments to make. While I appreciate that in this day and age, far different from the "bad old days" when the experts decided on the best route, you now have to have many meetings with different groups and open the discussion up to the public at large, I think the original, representative route is still the best one. Having so much input is why the 14th Avenue NW station and the very costly tunnels and high bridges are now being considered. As I wrote in my comments, time is not my friend and I fear I will not live to see--finally--rail to Ballard. Of course it is partly self-serving of me, but I want to have the approach to Ballard be something special, like a ride high over Fisherman's Terminal and the water, not through a dark tunnel, all the while keeping costs to the original estimates. Which brings us to the money. Where will the extra money for the tunnels and high bridges be procured? TBD, I suppose. I realize those whose property might be taken by the representative route would be against it. But logistically, if the line were ever to be extended northward toward Crown Hill, it couldn't run north on 14th Avenue NW, which is all residential. Any extension north should be--has to be--on the wide commercial 15th Avenue NW corridor.

Communication ID: 343686

Name: Paul Dieter

Comment:

the Avalon and junction stations are both within a single 10 min walkshed, this seems to be contrary to all existing designs an criteria. A single station on Fauntleroy near 38th would make more sense and maintain a viable walkshed throughout the junction business district and allow for future spur to continue south on Fauntleroy.

Would shortening the line and removing one station offset enough cost to make the tunnel option viable?

Communication ID: 343687

Name: Victoria Ptak

Comment:

I would prefer the WS route option that crosses the Duwamish river to the north of the bridges and has the tunnel option into the junction.

Thank you.

Communication ID: 343688

Name: Frana Milan

Comment:

Tunnel instead of bridge for Ballard and hurry it up. Demand exists now for the highest ridership on all lines, please explore how you might expedite construction!

Communication ID: 343689

Name: Paul Fadoul

Comment:

I think that a rail extension to West Seattle is a great idea. I have been here 20 years and the traffic has gotten worse and worse. However, putting the rail above ground on Genessee is a bad idea. It would displace hundreds of people, create a construction nightmare, and destroy an entire neighborhood. I hope that this plan does not get approved. Build a tunnel!

Communication ID: 343692

Name: Craig Peterson

Comment:

How many bus riders in West Seattle are coming from Vashon and S Kitsap? I'm betting at least 30%, We need to expand it to the Fauntleroy ferry.

Communication ID: 343693

Name: Brent Meyer

Comment:

I vote for "West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel" even as I would hope that the Ballard tunnel would go down 15th Ave NW and run as far north as possible (preferably 85th or at least Ballard High School on 65th).

Communication ID: 343705

Name: Thomas Allen

Comment:

Any Ballard station should have entrances as far west as possible. Of the available options, 15th is the only acceptable spot for a station. The walk between 15th and 14th is long and is the wrong direction from existing Ballard density. Ideally the station would be underground at Market/Ballard Ave. 14th is a completely unacceptable spot to place a station for a dense urban village. The station location is more important than the bridge type; a 70' drawbridge with a station at 15th is better than a tunneled station at 14th.

Communication ID: 343707

Name: Scott Amick

Comment:

When finalizing the location, orientation and layout of West Seattle stations please place a heavy emphasis on bus connections. There needs to be dedicated space for buses to drop off and pick up at all of the WS stations since that's how possibly most of the riders will access the stations. Minimize the distance from bus stop to platform at all of these stations.

Locate the Alaska Junction station east of California Ave. It's OK if that station is even a couple of blocks west of California. Expect that what is now single family homes will be much more dense development in 10 to 20 years.

Communication ID: 343709

Name: Kaysie Rozsonits

Comment:

I think extending the Link to the Junction is fantastic! I'd like to see it come further south to Westwood Village in the future. That is such a busy hub with Rapid Transit that I think it would make a great addition and help connect those further south to downtown.

Communication ID: 343710

Name: David p Hall

Comment:

QUIT stealing the Kent Dick's!

Communication ID: 343714

Name: Hannah Love

Comment:

For both the downtown to West Seattle route and the West Seattle to Burien extension, I strongly prefer an underground option. I am especially concerned with the Burien extension, since all of the suggested surface routes would disrupt miles narrow residential streets (not thoroughfares like MLK). Properties would immediately lose value when a surface route is chosen, leading to years of declining neighborhoods.

Communication ID: 343715

Name: Douglas Greenswag

Comment:

I strongly favor a tunnel in West Seattle with having the Alaska Junction station oriented north/south. The junction is a substantial transit hub and having the station below ground will allow for buses to interline with the train station with the least traffic disruption/rerouting. Also, because our weather is quite wet in the winter it is much easier to wait for the trains underground. I think this will have the effect of increasing overall ridership and surface traffic problems in and out of West Seattle.

Also, for parity purposes it bears noting that Capital Hill, Beacon Hill and UW stations are all underground. The proposed Queen Anne Stations are underground and I expect folks in Ballard are pushing for a tunnel too. In the core of the city, the elevated guideways will impact surface traffic.

Communication ID: 343716

Name: Miles Mayhew

Comment:

Support a Salmon Bay tunnel crossing and underground Ballard station on 14th Ave NW. If an elevated crossing is chosen then the elevated line should run along 15th Avenue NW and the station located on that major arterial as well.

Communication ID: 343717

Name: Scott Brown

Comment:

I am highly in favor of the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel option. When it comes to infrastructure you only get one chance so we need to do this correctly now. Later we will not have the ability to re-do it, only to fix problems that were created by attempting to save some money. Tunnels are so clearly the best option I am willing to pay a premium to get them. Let's please do this right the one time we have the chance.

Communication ID: 343719

Name: Susan Staples

Comment:

I've been a resident of West Seattle since 1988. One of the reasons I live in West Seattle is the availability of viewing our mountains (both the Cascades and the Olympics). Also in viewing the sound, the vistas I was prepared to pay more for my house to see. The elevated option to the link is not acceptable to me. Not only our views but the availability of getting to our downtown Alaska area would be seriously comprised.

As West Seattle has been one of the longest occupied areas in the Seattle area, actually the first occupied area in Seattle, I think that special care should be taken to preserve our natural views. As the viaduct was removed to preserve the views from downtown, so should the views from West Seattle be preserved, as they are no less important.

Communication ID: 343720

Name: Patrice Richards

Comment:

First of all I'm not sure why we are considering a light rail option that could potentially go to Burien when we already have a light rail going from SODO to Burien. It seems like a huge waste of money. People in West Seattle can take the eventual short ride on the light rail from West Seattle to SODO and transfer.

Second and most importantly we are not second class citizens in West Seattle and like or neighboring communities in Capital Hill , Burien and The U-District we deserve a tunnel. Spend the money and do it right the first time. The eye sore, congestion, and noise not to mention the hundreds of neighbors that would lose there homes. Are just a few reasons why we demand a tunnel option.

Why wouldn't you want to improve West Seattle and increase the value of the community instead of ruining our neighborhood and destroying the value of many of the people's homes in West Seattle and make The West Seattle junction a huge eye sore. Big cement pillars filled with graffiti etc...

Communication ID: 343721

Name: Loren Callahan

Comment:

Fauntleroy is a very wide road that can accommodate an Elevated Rail System easily, along with its current roads and flow. Putting the rail system right above 41st, 42nd or 44th will disrupt the quite community that West Seattle is. Moreover the city will be creating more disruption rather than utilizing current available wide roads for the elevated system.

Most of the traffic that goes through west Seattle and clogs the west Seattle Bridge is from the ferry traffic coming from the Fauntleroy ferry. If the rail system were to pass the ferry say on the ground rather than elevated, we might not have to think about expanding the west Seattle Bridge in the future. Better yet, if the Fauntleroy Ferry were to moved to the newly expanded Seattle Ferry docks in downtown Seattle, we would not even need to think about the rail system being developed there.

But going back to the elevated rail system going through the neighborhoods of 41st, 42nd or 44th is just not well thought out, considering cost, noise and when Fauntleroy is a perfect wide road, that can be used as an easy resource. Please don't use out tax money to buy more houses fro this project or try to find and spend more money for underground digging. It is a waste if you can simply put the elevated rail system on Fauntleroy. Maybe even 35th ave might be a better road.

Communication ID: 343722

Name: Alicia Gaynor

Comment:

As a homeowner on Avalon and 32nd, this decision is really important to my community, family and home. Public transit is vital for West Seattle and our community welcomes this necessary development.

As we consider the paths and routes, I urge our leadership to advocate for the tunnel development. Though it poses more financial impact, the long-term effects of a large physical above ground obstruction would have a negative impact on the current community culture, safety, ambiance, sense of neighborhood, sound, and appearance. It is important to preserve the historic beauty of our community, while also making room for growth and development. An underground tunnel allows for both of these important aspects to be maintained.

Communication ID: 343723

Name: Jackie Mallahan

Comment:

Hello!

We are very excited to be better connected with downtown Seattle and the Ballard area! We believe that the Pink Route, Yancy Street/West Seattle Tunnel is the best option for this. It gets the route underground at an early point which keeps the train noise and vibrations down and our views of the beautiful PNW open. I lived for 5 years in New York City and know the convenience and piece that an underground system brings, my husband and I also lived in San Francisco on a major street level train for 10 years and know what its like to be constantly aware of it. This route also

impacts fewer residential homes. I think that in the long run paying a little more for the tunnel/underground option will be well worth it.

Communication ID: 343724

Name: Ryan Galgon

Comment:

The strongly preferred option for the route should be the tunnel under the ship canal. Elevated options compromise the long term success of ridership by presenting a false choice of speed and cost. The tunnel is the only option that will provide reliable and predictable service, which is key for any consistent ridership. Under no circumstances should a drawbridge be considered, as that would make consistent ridership dead-on-arrival due to the unpredictable nature of openings and higher likelihood of breaks.

Ballard Terminus Station: Please focus on the 15th Ave station. By ensuring the station is properly in the urban village the likelihood of use rises. The focus should be on serving Ballard with its ever increasing density.

Communication ID: 343725

Name: Rollin Francisco

Comment:

I live & work in the West Seattle Junction area, I also own 3 properties in West Seattle.

I am commenting on the West Seattle terminal locations.

I think that the Orange option is bad, it is very disruptive to the neighborhood. It will displace a lot of homes and divide the area.

The Red option that follows the roadway is definitely better.

Thanks for listening.

Communication ID: 343726

Name: Le Chow

Comment:

Hi. Please consider extending the Ballard line up to at least 85th, though connecting it up to the Northgate station along Holman would be ideal. There is so much (needed) housing going in to increase density, making the lightrail more accessible to the residents of north Ballard would likely significantly increase use.

Thanks for your consideration.

Communication ID: 343727

Name: Fred Kettlewell

Comment:

My wife and I are totally opposed to an elevated rail system in West Seattle. West Seattle is not an industrial location. It is a neighborhood of residential homes. This concrete pillared monster will displace housing and reduce home values in its path, not to mention the ugly appearance, noise of the train and debris dripping from the tracks. Homes in close proximity to an elevated rail system, especially those who see this eye sore, can expect loss of property value. Who wants to look and listen to an elevated train.

The City of Seattle proposed the “Fauntleroy Project” with the goal of beautifying the “gateway” to West Seattle. Now, with an elevated railroad, Fauntleroy could become a sea of concrete pillars . Imagine a stalled train on an elevated rail over Fauntleroy Way. The monorail broke down and fire trucks blocked traffic on 5th Ave for hours. Fauntleroy is a major thoroughfare with thousands of cars everyday.

Though it’s more expensive, a tunnel is a one time cost as it was on Cap Hill, Fremont, U District etc. so why should West Seattle be considered any less of a neighborhood?

Seattle is tearing down the viaduct and Sound Transit is attempting to build one in West Seattle. It is absurd.

By the way, was the cost of eminent domain calculated in the $700 million cost differential of a tunnel vs elevated railroad?

Communication ID: 343729

Name: Judy Kettlewell

Comment:

My comments about the elevated rail are the same as my husbands Fred Kettlewell. Please note them.

Thank you

Judy Kettlewell

Communication ID: 343730

Name: Nathan Murdock

Comment:

As a West Seattle homeowner I would like to express my strong support for a tunneled route through Alaska Junction. It will better fit into the neighborhood especially as density increases. An elevated option would make large parts of the core neighborhood unpleasant and undesirable - essentially removing the public good of the Junction as an established

gathering space for fairs, festivals and markets and turn it into a transit station with above-head vehicles. It would be akin to building a new Viaduct in our neighborhood. Houses and apartments next to or under an elevated train would be far less desirable than those near an underground station. We won't get another chance to do this in our lifetimes so let's pick the best long-term solution instead of trying to save a few dollars or accelerate the project timeline.

Communication ID: 343732

Name: James Pasko

Comment:

Please plan for future expansion when building stations, including a Ballard-UW line and extending the Ballard line up 15th to Crown Hill.

2. Please make pedestrian access to the western side of 15th Ave in Ballard a top priority. A direct entrance on the western side of 15th is crucial, because thousands of people each day will walk to their homes and various bars and restaurants located between 15th and 24th ave.

3. Please do not waste money tunneling in West Seattle just because a small number of homeowners want to protect their views and want the rest of us to subsidize them.

4. Please study reviving the fixed-bridge option of the representative alignment for the Ballard crossing.

Communication ID: 343735

Name: Michelle Nelson

Comment:

I believe this should be a "tunnel" situation instead of an "above ground" rail. If it's going to be an "above ground" light rail, how about using Fauntlerory Ave instead of our neighborhood! Fauntleroy is already a busy street. Don't ruin our neighborhoods and depreciate our property values. I'm still very upset you took away properties from people on California Ave for light rail several years back. I hope they sued the city and got some sort of compensation for the inadequacies of our city planners. Shame on you!

Communication ID: 343736

Name: Stephanie Kim

Comment:

Plan for future expansion when building stations, including a Ballard-UW line and extending the Ballard line up 15th to Crown Hill.

2. Do not waste money tunneling in West Seattle when the elevated alignment is sufficient and simplifies future extensions to White Center.

3. Make pedestrian access to the western side of 15th Ave in Ballard a top priority. A direct entrance on the western side of 15th is crucial, because thousands of people each day will walk to their homes and businesses located between 15th and 24th ave.

4. Please study reviving the fixed-bridge option of the representative alignment for the Ballard crossing.

Communication ID: 343742

Name: Kristin Sandstrom

Comment:

Like the stop at 14th

As little impact to the environment as possible

Build as soon as possible

No drawbridges

Like the online open house

Communication ID: 343846

Name: Tom Lang

Comment:

All of the station alternatives need to be designed with rider accessibility in mind. This means in the International District: a cut and cover station on 5th is preferred to a deep bore tunnel (and 5 minutes of escalator time to get to another bus, train, or the street); in Ballard: a station that has access from both sides of 15th Avenue NW (and ideally on both sides of NW Market Street); in SLU/Seattle Center: stations on Republican, Harrison, and spanning Denny Way; in Midtown: a station that has access from both sides of Madison Avenue; and in West Seattle there is no financial, equity, or efficiency justification for a tunnel. Don't even bother.

Communication ID: 343847

Name: Firdaus Aryana

Comment:

Bringing the light rail to West Seattle is an Orwellian imposition that West Seattle does not need. What's being proposed irrespective of the options - Elevated, Street or Tunnel, and forcing them through neighborhoods that have some of the highest densities of single family homes that would be decimated if implemented is incredibly irresponsible.

You have not considered an iota of the detrimental impact of this plan, that some of us are in favor of, on the West Seattle families and their homes that are directly and indirectly in the path; and the destruction of our neighborhoods because we want a choice of one more transportation option.

As others have commented, not only does this affect homes directly in the wake of the elevated rail, but all of us that are within a half mile or so will end up with devalued if not unlivable properties. No one wants their lives disrupted with trains flying past their windows. There is no reason for you to take out entire neighborhoods to accomplish this.

I would suggest all those in favor to go live in a neighborhood for a few years yards away from an elevated rail line to understand how much it can impact your well-being, your quality of life and your safety.

Kindly do not bring light rail to West Seattle.

I've expressed what I really feel about Light Rail in its various manifestations coming to West Seattle, but seeing that this Light Rail has left the station as far as West Seattle is concerned. ...let me comment on the options.

The Tunnel option which has been used in nearly all of the existing extensions of light rail around the city would be the least disruptive albeit the longest to implement. It has the greatest chance to be accepted seeing that its footprint will be mostly subterranean though it will still affect those neighborhoods where it surfaces for stations. Of the choices being considered this has the greatest potential to be the least impacting on those of us in its immediate vicinity and those living right above its path. Seeing that this is part of a very long term plan for our city (I've heard 100 year plan), let's do it right and not cut corners because of expediency or a small savings on the overall cost of the project.

Communication ID: 343848

Name: Jeanne Sickel

Comment:

It doesn't make sense to send the light rail THROUGH a neighborhood - it should go under or above A business district- if we're going to do this, at least do it right. Of down Fauntleroy- keep the noise out of the neighborhoods

Communication ID: 343849

Name: Thea Naikelis

Comment:

The 14th Ave NW stop seems much better than busy, congested 15th. Shouldn't the stop (or an entrance to it) be nearer the high school??

Communication ID: 343850

Name: Christopher Kiehn

Comment:

I voted for ST3 and believe mass transit is important for our neighborhoods and the city. But I didn't vote for the destruction of any neighborhood. I live on 42nd Ave SW and Brandon, and I oppose not only elevated light rail in front of my house on 42nd, but also elevated options on 41st or 44th - or any non-arterial road. The fact that there seem to be no options on the table for elevated tracks on current arterials (35th, Fauntleroy, California, etc) is frustrating, as those roads seem to be far better equipped. If a tunnel option is not possible, PLEASE re-consider routing options on already-existing arterial roads.

Best,

Chip Kiehn

+1-206-229-49107

kiehncl@yahoo.com

Communication ID: 343851

Name: Jacqueline Mann

Comment:

I attended the open house at the Masonic Center in West Seattle. I am very against any type of tunnel and in particular anything that would be elevated coming into the junction vicinity of Alaska and California. The tunnel cost(s) far surpasses any benefit to the community. The elevated option would greatly destroy many homes and businesses and in general destroy the overall community in the very heart of West Seattle. Both of these options make absolutely no sense when the goal of the light rail is to come into West Seattle and then connect to the rail travelling south. The main arterial south is Fauntleroy. The only common sense approach is to have the stop at or near where Fauntleroy connects with Alaska. There are already a variety of transit stops in this area. It would also make sense to not only have this be the light rail stop but to move the current transit hub where it now is on Alaska street between California and 44th to the Fauntleroy/Alaska vicinity. People who cannot walk the few blocks to the junction can take the C line to bring them there. Another option would be to have a small shuttle from this stop to the main junction. There is also significantly more areas to build in this location in particular with all of the Alki Lumber property soon to go on the market. This is prime property for creating a new transit hub to include a light rail stop. By purchasing this property the impact to homeowners and businesses would be much smaller than continuing the line into the junction. I can guarantee that any homeowners that are displaced will not be able to afford stay in the neighborhood. This was voiced over and over at the various discussions I was part of at the open house. From an economic standpoint as well as the destruction of a neighborhood that is the most vibrant in West Seattle the ONLY option that is feasible is to end the line at or near Fauntleroy and Alaska and have it continue south on Fauntleroy.

Communication ID: 343852

Name: Matthew Johnston

Comment:

The West Seattle elevated options that destroy homes, and increase environmental concerns like noise, really don't sit well with me at all. Especially since tunnels were used in more affluent communities like Cap Hill. Elevated rail seems like a cost savings taken at the expense of the people who live in the community, especially when there are other options.

Please keep the light rail in West Seattle underground.

Thank you.

Communication ID: 343853

Name: Karen Marshall

Comment:

How is there going to be fiscal accountability? What happened to all of the $ that “disappeared” with other transit projects.

Communication ID: 343854

Name: Mary Dodge

Comment:

Please do not ruin our Fairmount Springs neighborhood with an elevated light rail line. Tunneling or an alternate route that follows 35th to Burien makes much more sense and preserves the look and feel of West Seattle and the mix of apartments, townhomes and single family residences that make our neighborhood unique. I do not believe it is necessary to bring the light rail line up to the Alaska Junction. A connection of some sort to a station on Fauntleroy or 35th would be a better option. 41st & 42nd in particular are popular walking routes between the Alaska and Morgan Junctions and an elevated line would forever due away with the pleasant quiet of these streets between Fauntleroy and California, not to mention ruining the landscape and views. I am pro mass transit, but opposed to the loss of single family housing the proposed elevated lines would require. On my block of 41st several homeowners have embraced the city's push for higher density and built backyard cottages, ADUs and DADUs. The housing losses would be devastating in an already tight market. Tunnel or find an alternate route along already wide arterial streets.

Communication ID: 343855

Name: Mike Kelly

Comment:

Will there be a ped/bike lane on the elevated bridge if this is chosen?

How about continuing this thing past Market? As someone that lives on 75th and 22nd.

Can you give me more information about Interbay? I work in Interbay for over 20 years, this really affects my living.

Communication ID: 343877

Name: Mike Commons

Comment:

An elevated line through the heart of West Seattle would be a disaster. It would be right up there in magnitude of stupidity with all the micro-housing that the Seattle Planning Commission allowed to be built in recent years throughout the city and in WS. Many people argue that the cost of a tunnel is too prohibitive, and that while the number of displaced homeowners with an elevated track is more than with the tunnel option, these homes saved with the tunnel would not be worth it. On the surface these seem to have basis in fact. But the reality is, unless you live on a spreadsheet, the real "costs" in loss of neighborhood character and feel, permanent disruption of sight lines, and additional noise levels with the elevated track, and other impacts will ruin this neighborhood. This monstrosity soaring to 150 feet or so above ground at different points along the route, with the noise and visual disruptions is too much of a "cost" to pay. Most people owning homes that will be impacted forever will receive nothing in compensation either, only the few folks who have to be bought out via eminent domain will. If your entire block now gets to see a train line instead of Mt. Rainier, and hear the rumble of trains instead of birds, and the value of your home diminishes due to an elevated train line at your doorstep or 2 houses away, too bad. These folks will never get those back or receive anything in exchange for giving them up.

This is just a great example of how a good idea (light rail into a dense urban area) can be turned into a bad idea by short-sighted thinking. IMHO anyway.

Communication ID: 343879

Name: Cassandra Sok

Comment:

What about those people driving to west Seattle junction and trying to park all day? This would leave no parking for regular customers and be VERY bad for local businesses!

Also, we need to join an extension from the airport tracks through south and west Seattle as was originally planned, to join up with the west Seattle junction station.

Communication ID: 343880

Name: Jonathan Bensky

Comment:

Commenting on Interbay only:

I prefer the tunnel alternative. Much more expensive, but much less expensive when viewed for the life expectancy of the ST3 Interbay-Ballard line in terms of impact around the line during and after construction.

Second would be the fixed bridge option - there are already two high fixed bridges on the ship canal - Highway 99 and I-5, so it will not look out of place. This route will provide better service for Magnolia, which may well need it more if the Magnolia bridge is closed and not rebuilt.

In no case should there ever be a movable bridge at Salmon Bay. Imagine how often the trains will have to wait for ship traffic, private yachts, etc. - it won't be very rapid transit then!

Communication ID: 343884

Name: Yuriy Garnaev

Comment:

Greetings,

I'm a West Seattle resident living at 4825 45th Ave SW. The proposal of building an above-ground train station on 44th Ave is very troubling to me and I wanted to share some thoughts.

This is an incredibly quiet neighborhood, and that my primary reason for having recently purchased a home here. It's truly an oasis, with views of water and mountains and no sign of the city. An above ground train station would greatly impact the noise level and overall feel of this neighborhood, and I would no longer want to live here if this were to happen.

While I'm a recent resident, many of my neighbors have been in the area for decades. My neighbor next door is now retired and told me that he would like to spend the rest of his life in the house he lives in now. Everyone here loves the quiet and serene nature of the area and it would be very unfortunate if this was taken away.

There's also the impact on property values. This is an incredibly expensive area, and having a train station towering over the homes would drive the prices down, leaving some people underwater on a very large mortgage.

I hope you will consider this. Putting the station in an area that is already more urbanized or simply below the ground would be a much more preferable.

Best,

Yuriy

Communication ID: 343886

Name: Kristine Kohlhepp

Comment:

I am most supportive of the West Seattle tunnel option. I believe that providing a tunnel under the Alaska junction will best preserve the welcoming nature of this valuable center of our community and will minimize negative impact to residents and businesses.

If we do pursue the tunnel option, I feel that having a station under 42nd or 41st would be best, as they would be close to apartment buildings and many businesses where key foot traffic and buses are. 44th Ave, in contrast, is a very residential street with mostly privately owned homes. Providing a train station under 44th will increase foot traffic in an otherwise quiet area, which would negatively impact residents.

If tunneling is not an option, the proposed ST3 plan seems best aligned with major roadways and would drop off near major bus routes, which would be helpful for transfers.

Communication ID: 343887

Name: Laurel Saromines

Comment:

I would like to see the West Seattle station located where Alki Lumber sits now. Since Alki Lumber is going to vacate that area, it would be perfect for a transit station. No houses would need to be torn down and no one would be required to move. It's a short walk to The Junction. The buses could also be part of the transit center, thus eliminating the "transit center" at Alaska and California. There is frequently criminal activity in that area, so having the bus and light rail stations together would minimize the criminal activity since the area would be busier, more visible, and could be better patrolled. For people unable to walk to The Junction, buses would still run there from the light rail station.

In my opinion, it makes no sense to disrupt the lives of many people in order to put the station in The Junction. That area is already crowded and it's not worth the extra money to put a Junction station underground.

Communication ID: 343888

Name: Nathan Cosgray

Comment:

I have only two strong opinions about the route to West Seattle:

There should be a station as close as possible to the Alaska Junction, which is West Seattle's "heart", business district, and population center, not to mention its public transportation hub.

2) An elevated or at-grade track anywhere west of Avalon Way would destroy the character of a beautiful neighborhood, significantly decrease property values, and take homes away from families who've lived in them for

generations. A tunnel to the Alaska Junction is the only acceptable option. It seems to me that a somewhat higher upfront cost is worth it when the many negative impacts of a surface route would be felt forever.

Communication ID: 343890

Name: John C Wilson

Comment:

A Belltown Station for the Downtown segment of the W Seattle-Downtown-Ballard light rail extension deserved further thought to my March 3rd comment. A station at 3rd Avenue and Battery Street, or that vicinity, should be evaluated in lieu of the proposed South Lake Union Station at the SR-99 North Portal to Aurora. The South Lake Union Station is only a few blocks from the proposed stations at Seattle Center and Denny-Westlake. Belltown, being the densest residential neighborhood population in the Northwest and one of only two Downtown Seattle neighborhood not proposed to receive a light rail station, would likely generate more added riders than a station at the SR-99 portal.

Tunnel construction from Seattle Center to Third and Battery and thence to Westlake-Denny does present a challenge. Depths proposed for the tunnel have not been publicly released; however, if deep enough, a sweeping S-curve alignment from Seattle Center over to Belltown and down to Denny-Westlake may well be feasible. Cost for a station would be similar to the ST proposal. The tunnel would be slightly longer and hence a little more expensive. A cost-benefit analysis of the added riders over several decades may well demonstrate that such service is a prudent investment of taxpayer money.

If a Belltown evaluation demonstrates that such service is not reasonable or feasible, then some mitigation is warranted for the Belltown community and property owners. An ST contribution towards funding the streetcar link between the South Lake Union line and the First Hill line to create a connected, fully functional system would be appropriate.

John C Wilson PE

900 University Street, Apartment 12-QR

Seattle, WA 98101

206-922-2753

wartrace@comcast.net

Communication ID: 343894

Name: Anonymous

Comment:

Tunnel the whole way solves many issues and location problems – less impact on land use and maritime industry.

How/who will use Dravus area station.

Communication ID: 343898

Name: Kim Peterson

Comment:

My wife and I prefer the tunnel under ship canal to 14th underground station because we believe ballard will move eastward. I would vote for increased city taxes to help fund the tunnel.

Communication ID: 343899

Name: Michal Lehmann

Comment:

hi, I am very concerted about the options which propose above grade track and stations in the commercial core of West Seattle Alaska Junction and surrounding residential neighborhoods. I understand that these are lower cost in the short term. However, we should learn from the Alaska Way Viaduct that above ground solutions are not good in the long run.

not only do above ground tracks fail, but they can pose a seismic hazard, and divide communities. I strongly believe that if an above ground track is placed in the commercial core of the Alaska Junction that the imposing mass up above will negative change the open feel of the area.

I propose you look to the elevated freeways of San Francisco, Oakland, and Los Angeles to study how those elevated structures effected the neighborhoods they were installed in.

Communication ID: 343900

Name: Bob Gillespie

Comment:

We've supported much of Sound Transit's work throughout this region, even that which has directly impacted, in a negative way, our properties on Lander Street in Seattle. As the agency considers Phase 3, we would like to add the support of our partnership, on behalf of the 120 employees in the eleven businesses we house, for an alignment that minimizes the already significant impact Phase one had on our businesses. It appears that an elevated station and alignment down the E3 busway can ease the impacts to existing business. It gives them an even chance of surviving the significant construction process that will occur in a few years.

Is it more expensive? Yes, but this has never been shown to be an impediment to Sound Transit's decision making process in the past. An elevated system will allow the vast potential that exists in private property around the SODO station to be realized on behalf of future residents of this area. A significant growth in jobs can be created in higher densities around future station development. As such, we favor what I believe is referred to as ST3 Representative Project Alternative Segment SODO.

Thank you

Bob Gillespie

Lander Street Partners LLC

P.O. Box 129, Bellevue 98009-0129

Communication ID: 343901

Name: Tricia Demarest

Comment:

The best alternative for West Seattle is to go underground from Junction to at least Avalon. Please do not put elevated rails down residential thoroughfares and historic areas of WS (the Junction would be changed dramatically if it was to become an above ground rail hub). I'll wait until you can do this right and go underground like most large cities do. Plan correctly for quality of life into the future.

Communication ID: 343902

Name: John C Wilson

Comment:

The ST preferred Downtown tunnel under 5th Avenue would be 200 to 250 feet deep. City experience with Bertha and the SR-99 tunnel were a minor inconvenience compared to what would happen should a serious problem develop 200 feet below 5th. It is only prudent that a thorough evaluation of alternative alignments be included in the EIS Scope documenting the quantitative risks, costs and benefits of each alternative.

A First Hill light rail station in the Terry Avenue-Cherry Street vicinity would place the 3 major City hospitals, Seattle U, the Cathedral, Town Hall, Yesler Terrace and thousands of residents within a 6-block walk on gentle gradients. Yes, it requires a longer tunnel. However, Terry and Cherry are low traffic streets where construction and obstructions could be managed better than on 5th Avenue. Thousands of ridders would be added above the few hundred at a Midtown Station on 5th. Station depth would be comparable, so cost should be similar – might even be less.

Yes, more tunneling would be required, and it might cost more. However, underground construction almost always encounters unforeseen conditions – changed conditions. These result in delays and added costs. Such issues can be easier to resolve along Terry than under 5th Avenue. Realistic estimates of these potential costs may well show a First Hill Station is attractive. When evaluated for life-cycle costs over several decades including the added revenue generated by thousands of additional First Hill riders spread throughout the day as opposed to peaks, and every day, even weekends and holidays; the present worth of a First Hill Station is likely to be a better investment than a Midtown Station.

If the Frye Art Museum site were acquired and incorporated into the First Hill Station as an enlarged Frye with transit-oriented development in a mixed-use high-rise with affordable housing and other uses, added cost-benefit to the City and the ST service area could be substantial. In such a high-density neighborhood as First Hill, such ancillary opportunities should be included in the EIS Scope and evaluated.

John C Wilson PE

900 University Street, Apartment 12-QR

Seattle, WA 98101

206-922-2753

wartrace@comcast.net

Communication ID: 343903

Name: Johnathon Davis

Comment:

No extra money should be spent on the smith cove station!! If the representative alignment is removed because of conflicts with the port there needs to be an alternative with a fixed bridge east of the ballard bridge that has a station on 15th. Crossing 15th is terrible and any 14th ave station should include massive crossing improvements at 15th and immediate upzoning. 14th ave doesn't extend farther north and limits potential expansion. This should be taken into account. Also extension east to UW and west to 20th/24th. Drawbridge crossing on representative alignment is fine if it will only open 2-4 times a day and not in rush hour. Cost and additional time to enter/exit station should prefer avoiding the tunnel. Tunnels in ballard and west seattle are too expensive and that money can be better used elsewhere.

Communication ID: 343909

Name: Michael Walton

Comment:

Though costs will definitely go up, I encourage tunneling wherever possible in West Seattle due to the existing neighborhood. Not to mention that this could be far less disruptive during and after construction. This is especially important if you plan to have a station in the Alaska Junction. If you have an above-ground station, then stay away from the Junction (intersection of California/Alaska) and let people walk to it to preserve its pedestrian feel. As the area becomes more densely populated with new buildings, again doing this will be more beneficial in the long run. That's what is needed...long term thinking! The same for Ballard though its water crossing could be a beautiful bridge if done correctly.

Communication ID: 343910

Name: Lorraine Toly

Comment:

I already shared some written thoughts when I attended the WS meeting at the Masonic Lodge recently. In brief, I am a supporter of the tunnel to the Avalon and Junction stations. Although it would cost more to build underground, it would be better in the long run, and West Seattle should be treated the same as other in-town areas like Beacon Hill and Capitol Hill.

Here, I would like to add a few more thoughts:

Delridge Station -- many people at the meeting did not like the possibility of having a huge, high station in their neighborhood. It was noted that a tunnel for Avalon/35th and on would result in a Delridge Station not being so high. So, that's an additional plus to having a tunnel in West Seattle. Although it doesn't seem to be an option now, I hope that you will also consider a tunnel through Pigeon Point, which might mitigate the environmental concerns of a southern bridge over the Duwamish -- and result in the overhead tracks being even lower at Delridge.

Another aspect of Delridge to consider is the fact that there are some recreational facilities already there. Someone I talked to at the meeting said that Light Rail committee (or whomever the powers are that be) should consider improving the Parks and Recreation facilities there as part of the plan. He said that something could be done similar to what is already at Rainier Beach. (I'm not familiar with whatever is there.) At any rate, you might consider putting a station closer to or in the Delridge Community Center area and buying out the Southwest Seattle Youth and Family Services building (they'd probably be happy to move farther south closer to their target clientele) and SW Plumbing to develop an improved/bigger public recreation facilities close to the new station. This would require funding from other pockets of money (in the Parks Department budget??) while perhaps costing less than condemning residential housing??? Don't know whether a tunnel to 35th on the other side of the golf course could be drilled under the golf course (due to environmental requirements) but that could also be a shorter tunnel than if you go up Genesee and then start the tunnel in the street....

Regarding the stations farther west, as I have written before, I am a strong advocate of underground stations and a tunnel. Even if it costs more, it would be better for future livability on the West Seattle peninsula. I would add that if there is going to be a station on 35th, it makes sense to me to have the WS Junction station be on 44th (I.e. farther away from the 35th station) on the west side of the Junction, perhaps in the current free parking area. That would tie in the station closer to the current bus station hub on California and Alaska.

As for future buses, with the three stations to/in West Seattle as mentioned above, I would expect that future bus routes would run up and down California, 35th, and Delridge to pick up and drop people where they are used to up to now. Ideally, in the future, there would also be better bus service within the peninsula to areas like Alki, Admiral, Genesee Hill, Arbor Heights, etc., to help them get around the Peninsula and into town without having to own a car.

I hope that this project is done right (even though I probably won't be around to see it!!).

Communication ID: 343912

Name: Danielle Lancaster

Comment:

Good afternoon, I would like to advocate strongly for the Tunnel. The impact to businesses along Fauntleroy and 35th would be felt significantly by the community. In addition, the visual impact to the area would be drastic. Thank you.

Communication ID: 343923

Name: Bryce Kolton

Comment:

Ballard station should be on 15th. A 14th station has much worse bus transfers, and puts a large road in the way of pedestrian access to the heart of Ballard. Less density exists in the 14th station catchment area, and industrial lands will likely be be saved by the port and fought heavily by the interests in the area from upzoning and potential station growth. Furthermore, the 15th alignment should not rely on a drawbridge, a potentially disruptive crossing type for what needs to be a reliable system.

Brown line smith cove station is great, and has excellent opportunity for future TOD and integration with cruise terminal facilities and Expedia

Westlake will be a major transfer station, and pairing the stations closer together will be most important

Midtown station needs easy access to the future Madison street Rapid Ride for easy transfers

West Seattle does not need an extra-expensive $700 million dollar tunnel. The yellow alignment is great for the needs of West Seattle, providing transit and getting close enough to the Junction for ease of access but not too close for massive disruption

The Seattle Center station should be one of the further south alignments. More people live in the triangle made by Mercer, the bay, and Queen Anne Ave than further north up the hill.

Communication ID: 343925

Name: Jon Mathison

Comment:

ELEVATE TRANSIT

My strongest preference is that the trains be elevated rather than buried through Ballard and elsewhere (downtown and through hills are exceptions). Our trains and mass transit should be showcased and in full view with wonderful views for the passengers. We want a futuristic, modern system and every artists conception of a futuristic, modern city show trains in the sky. Let the cars be buried. Let transit riders be treated with gorgeous views over the canal day after day. Let the drivers of single occupancy vehicles be buried in a tunnel where there are few distractions. PREFERENCE ELEVATED TRAINS :)

My preference on 14th or 15th is 14th since it seems this area has more ability to have density.

Selecting a route in Innerbay that goes so far west seems counter productive. Why take the train away from the people on Queen Ann? Why go west just to come east? Let's go where the riders are and build up up up where the stations are.

Thank you,

Jon

Communication ID: 343928

Name: Hendrik de Kock

Comment:

I can see the benefits of a 4th ave tunnel, namely connecting to King Street Station and activating Union Station, but it is a far too expensive means to the ends. Better would be to put the light rail in Chinatown under 5th, so as to allow easy connections with other lines, and build an underground connection between King Street and Union Station separately. Would be much cheaper for same benefits, plus benefits of easier link transfers (which will far outnumber link->Sounder or Amtrak transfers)

As Sound Transit seems to have discarded the idea of a First Hill alignment, a 6th Ave alignment at least comes closer to serving the severely underserved neighborhood. Plus has a better total service shed than 5th when considering the existing line.

Delridge station must be desgined with the convenience of bus transfers on Delridge as the principle concern. Thus siting it off of Delridge as in some proposals is a mistake. Ideally transferees should not have to cross Delridge to connect to their bus.

Prioritize Southbound expansion of Link in West Seattle, have the Alaska Junction station face the South to avoid an expensive curve later.

West Seattle does not need a tunnel, and it adds 700 million unnecessarily to the project budget.

For Interbay, an alignment over 15th is vastly preferred to one that crosses the rail yard and ends up in Magnolia. However pedestrian bridges should be provided to both sides of the rail yard.

Do not make users of the Ballard station at Market cross 15th on the surface. There must be separated tunnel walkways across both 15th and Market, ideally with the station underneath 15th. If it is to one side of 15th (eg at 14th), tunnels must be provided. Similarly, Interbay stations should provide separated, elevated crossings of 15th no matter where they are located.

Communication ID: 343929

Name: Alec Reyes

Comment:

Alaska Junction station: Definitely route via the TUNNEL option. Station should be constructed and oriented north/south for future extension south to Morgan Junction and Burien.

Avalon station: Postpone construction of this station as an infill station if it will help save costs to pay for the tunnel to Alaska Junction. If construction proceeds at this time, ensure station entrances/exits are available on both sides of Fauntleroy/35th Ave SW and Avalon Way.

Delridge station: The proposed station locations for the "West Seattle Elevated" or "ST3 Representative Alignment" work best to avoid the destruction of the homes in the area and should still be compatible with the tunnel alignment to Alaska Junction. I'm ambivalent about whether the line runs north or south of the West Seattle Bridge. Also, every West

Seattle and Ballard station should ensure seamless and direct bus transfers to avoid the mistakes made at Mt. Baker station.

Midtown station: 6th Ave routing would place light rail passengers higher up/closer to First Hill (since the option of having this station closer to the hospitals is "off the table".

Westlake station: Ensure the transfer between the existing tunnel and new tunnel needs to be as direct, short and seamless as possible. Keep them as close together as possible (given that they could be above & below one another).

Denny station: Have the station run under Denny Way, with entrances on both sides, and include entrances on both sides of Westlake Ave.

South Lake Union station: The final location of this station should straddle as many of the the largest thoroughfares in this area as possible: Broad Street, 99/Aurora Ave/Mercer. If the station straddles only one of these, alternate entrances/exists or pedestrian overpasses should be included in the final design across the remaining high-volume streets.

Seattle Center station: This station should be located as close as possible to Key Arena or within the footprint of Seattle Center itself, if at all possible.

ID/Chinatown station: The new tunnel station should be shallow and include a single mezzanine to transfer between the various lines. If 5th Ave permits this easier connection, then don't be dissuaded from building there.

Ballard routing & station: A tunnel or high fixed bridge should be considered for crossing Salmon Bay. Also, since this line won't be run closer to the current ("true") historical center of Ballard via a tunnel, the station should be located along 15th Ave and bus transfers must be seamless/direct. Finally, the Ballard station should be designed & constructed with a future intersecting east-west line in mind, to include a station further west (to finally reach the historical center of Ballard) and points east: Fremont, Wallingford, U-District, U-Village and Seattle Children's.

Communication ID: 343930

Name: Beth Vining

Comment:

West Seattle: Tunnel, tunnel, tunnel. End with south facing terminus. Place station in existing commercial property (not residential). For example: buy out BOA lot between 41st Ave SW and 40th Ave SW on SW Alaska and use for station.

Communication ID: 343932

Name: Jessica Jones

Comment:

Hi! I live at 4th and Republican, so you'd probably expect me to tell you to consider any option other than the one that involves tunneling directly under my building, right? Nope! I'm super pro transit and very supportive of this effort, and part of that is finding the best solution, which to me includes little to no surface alignment. Traffic on Elliot ave is already

awful - adding a train won't help that situation. Build for the future, go big, stay off the roads and please tunnel under my house.

Communication ID: 343933

Name: Tom Friedman

Comment:

A station at Market/14th is too Far East. It should be located in the central Ballard core, like Ballard and Leary. Many buses go thru there now and could serve a rail station there. At either location , the station should be designed to continue north or east eventually.

Communication ID: 343934

Name: Renee Marquardt

Comment:

Highly concerned that this elevated track option will decimate the fabric of the WS Junction. The pedestrian scale and character of the Junction is worth protecting and high elevated tracks will be both an eyesore blocking light and noise pollution in a very walkable and developing urban center. The elevated tracks are NOT the right solution for this area.

Communication ID: 343935

Name: Elizabeth Bastian

Comment:

The Ballard station should tunnel under Salmon Bay and align with 15th Ave NW. This will best connect light rail with nearby transit options , and allow for walkability to downtown Ballard. The tunnel will also provide the least disruption to the marine industry and the bay itself.

Communication ID: 343936

Name: Gunther Heinz

Comment:

I will leave the area if a non-tunnel option is approved. I'm not interested in paying for a silly bridge design. I will pay extra for a tunnel as it is the right decision for the future. We should build a design that is going to last, is extendable, and makes sense (15th street station makes infinitely more sense than 14th). I hope residents look beyond themselves,

since they may not be in the area in 2035 or later, and choose the BEST design vs the most convenient for them in the short-term. We should learn from history that the wrong design is always more expensive in the long term and will stifle the growth of the city and contribute to homelessness (an expansive light rail system provides more affordable housing by unlocking more areas to live).

Communication ID: 343938

Name: Thomas Ambrose

Comment:

Train car capacity need to be addressed with immediate effect when the tunnel is closed to busses at the end of March.

Communication ID: 343939

Name: Gregory Shiff

Comment:

I am fully in support of the light rail plan. As a Ballard home owner, I would be willing to pay more taxes to get it done faster!!!

The opening of the SR99 tunnel a few weeks ago was in many ways a disgrace. All this time, effort, and money went into moving a road that does literally nothing to improve transit or traffic in Seattle.

Building a modern, extensive, train network will truly make Seattle a modern livable city. Having spent time in cities such as New York, London... even Berlin, all are made livable by way of their extensive subway/metro/tube infrastructure.

It's time to get this done Seattle. Way past time.

Gregory Shiff

Ballard, Seattle

Communication ID: 343942

Name: Sean Litsey

Comment:

General comments

Bypassing the existing urban centers of Queen Anne and Fremont on the Ballard extension in favor of the industrial Interbay area seems extremely short-sighted. Such routes should be considered.

Efforts should be made to minimize decisions that we will regret in the coming decades, especially if they are made for cost reasons. If this extension cannot be built correctly with available funding, wait until such funding is available.

Examples of decisions we will regret: building elevated pistes rather than tunnels (e.g. Alaskan Way Viaduct), building a moveable rather than fixed bridge or tunnel, not scoping infrastructure for future upgrading to heavy rail, locating stations in underdeveloped areas with the expectation of development rather than in underserved already-developed areas with significant existing ridership potential, and poorly or confusingly integrating with existing or other planned light rail lines (particularly with respect to station placement and layout; transfers should be painless).

Above all: build for the future, not the present.

Specific comments to Ballard extension:

Southern SLU station should span Denny Way, with entrances and exits north and south of Denny, to avoid increasing pedestrian traffic across a busy thoroughfare.

Northern SLU station should be east of SR-99, and either span Mercer (again with entrances/exits both north and south of Mercer) or be south of it. Do not locate it in the dead area under SR-99 on Mercer; that is not a pedestrian-friendly area. Leverage new connections across Aurora Avenue N on Harrison, Thomas, and John.

Stadium/arena proximity is important for peak ridership, but not typical ridership. Only locate a station near the Key Arena if this is expected to be an otherwise high-ridership area. Don't repeat the stadium/arena-oriented mistake of placing the University of Washington stop half a mile from the central campus and east of Montlake Boulevard to ease peak ridership over everyday ridership.

Communication ID: 343943

Name: Tari Nelson-Zagar

Comment:

Cons:

displaced refugee/immigrant community, esp. businesses, haven't seen them return or flourish as hoped, has impacted our n'hood.

Poor n'hood linkages to the train stations, i.e. Rainier Beach where the station is far from the n'hood core.

Expensive for us to transfer off train onto bus for shopping/entertainment, so we limit our range to train.

Meh:

Sensory environment yes it impacts, rails sometimes squeek but can be maintained, drivers honk because it's surface rail and some ped/driver boneheadedness around making poorly advised crossings in front of oncoming trains... it doesn't bother us, though. If there are neuro-sensory sensitive individuals within the higher decibel range it might require acoustic remediation, but I am not qualified to really have an opinion there.

Pro:

We needed to be a 2 car household before the light rail opened in our neighborhood. Since it opened, our 2nd car sat on the street for a year, then we sold it.

opened up opportunities for youth and those who can't afford day parking to get to jobs at larger employers like UW, downtown retail core, some Medical, government and keep them as they can get to work quickly and reliably on train, needn't rely on vagaries of local bus service.

keeps the oil in the ground. our car is parked 200% more of the time than before the train, our decisions revolve around how easy it is to get there using train. I even bought a folding bike so I can bike to work when possible using light rail. I plan on doing this until I retire. I choose worksites based on my proximity to my home, often I have taken jobs that paid much below my value, and did work that was not perfectly aligned with my professional skills in order to minimize the need for a car and a commute.

Economic gain for us:

a. Don't know if our property value would have gone up independent of the bubble because we are w/in 1000 meters of the light rail, but we, and many of our neighbors have AirBnB rooms in their houses which guests primarily use the light rail to reach, and guests say the ability to use light rail to do tourist activities and get to and from the airport easily is one of the deciding factors in staying with us, as well as the neighbors we have chatted with about this. So, possible property value gains, definitely, for us, economic gains vis a vis hosting guests in our spare room.

b. We would love to come to Ballard & West Seattle for music, food, cultural and entertainment events, and walks, but the traffic sucks and we don't do it. When I have to go to Ballard twice a year by car to my instrument repair person I budget the best part of a day, and need to take a vacation day at work to make sure I have the time to get there from my home in South Seattle, have time to get the work done, get my instrument back home. When I used train/bus combo to do this once, the bus broke down, and I missed the 2-hour slot alotted to my appointment time, so I never used transit for this again.

Communication ID: 343944

Name: Emily McLaughlin

Comment:

Please remember that the West Seattle part of the line needs to go farther south into West Seattle to serve people who most need transportation. It is only serving people who already have decent bus service if the line doesn't go well south into West Seattle, Westwood, White Center. This is a precious opportunity to make Seattle more equitable in access to good transportation.

Communication ID: 343953

Name: Gordon Padelford

Comment:

As Sound Transit considers the West Seattle and Ballard Link extensions route and station alternatives, we encourage you to site the South Lake Union station location as close to the intersection of 9th Ave N and Thomas St as possible.

This location would provide the best access north-south and east-west for people walking and biking. Thomas St, part of the Lake2Bay plan, is envisioned by the City of Seattle as the only east-west route for people of all ages and abilities biking in South Lake Union and will be the premier east-west walking and rolling street. 9th Ave N is planned to be the

primary north-south biking route in South Lake Union, providing connections within the neighborhood and beyond to Westlake and Belltown.

Siting the station close to Thomas St and 9th Ave N will be the most accessible location for walking and biking in the neighborhood, ensuring a maximal walkshed and bikeshed. The location is also compatible with transit transfers, being only feet away from the South Lake Union streetcar stop and rapid ride stops.

Thank you for your consideration,

Sincerely,

Gordon Padelford

Executive Director

Seattle Neighborhood Greenways

Communication ID: 343954

Name: Jennifer Smith

Comment:

The Ballard station must be as close to the urban village as possible. The "one block" from 15th to 14th is very long, and 15th itself is a slow and frustrating crossing for pedestrians coming from the west.

Please put the station on 15th. The disturbance of construction is temporary. While I understand the ROW concerns and the inviting width of 14th Ave, any possibility of extending beyond the Market St station would be hampered by the 14th alignment. I also believe that it impinges on threatened light industrial land and that the neighborhood will be resistant to zoning changes in the walkshed east of the station.

Communication ID: 343956

Name: John Hornibrook

Comment:

I prefer the West Seattle tunnel option

Communication ID: 343957

Name: Alana Morris

Comment:

I encourage whichever route keeps the rail OFF of surface on 15th Avenue.

Raised across 15th to armory seems least intrusive. Stay away from Mercer street too.

The millions saved on a Ballard tunnel can replace the magnolia bridge.????

Thank you.

I would like to be informed if you are presenting in person again sometime? I don't need project updates.

Communication ID: 343958

Name: Brent Stach

Comment:

I like seeing a planned stop at the Expedia campus on Elliott Way. Are there plans to have the Sounder train stop there as well? There could be a transit hub and run buses in and out of there to/from Fremont, Ballard, etc.

Communication ID: 343959

Name: Benjamin Trigg

Comment:

Please, if there is an option to do a tunnel in WS, let's go with that option. I can't imagine having some elevated monstrosity running around in our neighborhood. If there are funds available, let's do it the right way and keep it underground. Thank you.

Communication ID: 343960

Name: Tim Lloyd

Comment:

We need this light rail extension to be completed on time, and without any risk to being canceled or delayed for budget issues. Because of this, I am strongly against any tunnels in West Seattle. Overall I am in favor of the West Seattle Elevated alternative, because it avoids the cost and risk issues of tunneling while fixing some of the other issues with the Representative alignment.

I do think that ST could be doing a better job messaging the impact to homeowners and renters of all of these alignments, particularly those who will have to move and/or sell their homes along the right-of-way. The impact is small compared to the large number of people whose lives will be improved by this project, but it's important to show that the people affected by right-of-way will be taken care of.

Communication ID: 343962

Name: Tim Tompt

Comment:

Re: Ballard route, the biggest nightmare scenario I can image would be above ground construction that would further make getting around this most-difficult traffic city even more difficult and frankly, unacceptable. A tunnel is the only option for this reason, as well as the impossible concept of having to sometimes endure delays for marine traffic. Please make this happen many many years before plan - 2035 is far too little too late.

Thanks

Communication ID: 343963

Name: Jim Sander

Comment:

RE: The West Seattle routes- The South side of the WS Bridge on Pigeon Hill is very unstable and has had a history of landslides ; mounting a bridge into this is questionable and it displaces many neighbors and devalues property that will not be purchased for the project. I worry about the likelihood of the spaces vacated in the Youngstown neighborhood becoming campgrounds for the homeless, and the neighborhood being wiped out for the train. I know some sacrifice needs to be made but the weight of this is being put on this community rather than on more affluent ones. Why wasn't a farther South route through the green belt where the city owns the right of way through "Puget Boulevard" considered? - where a road was planned yet never built in the last century? This would put the Delridge station farther south (where it would serve more of the Delridge community) and still connect with West Seattle at California for future North South options.

Communication ID: 343964

Name: R. Nicholas Ames

Comment:

I live on 25th SW in the path of the blue line and the orange line.

I STRONGLY support either option. While I would prefer the Orange line option (as I think it has better redevelopment potential for TOD (I used to work in architecture and planning) I also support the other options.

Please do NOT be swayed by negative comments from others in my neighborhood who are afraid of any and all change. There is a vocal small group being led by a man who is a landlord in the neighborhood but does not actually live here.

THanks,

Nick

Communication ID: 343968

Name: Jana Uhrich

Comment:

Hello there,

First, thank you for listening to all the feedback from our community and doing a great job keeping everyone involved.

I'm a resident of 26th Ave just west of Delridge playfield and so, obviously, I'm concerned about the 'park and hide' phenomenon that will probably occur once the new station is in place.

I'd like to request that the environmental study include the feasibility of continuing the alleyway at the edge of the golf course for the residents of 26th Ave to provide more street parking for the playfield (which is often busy in the after school hours which would collide with the daily commute crunch between 3 and 5).

To be transparent, I don't know if that land is private, Seattle or golf course or even if the rest of the residents would even want this, but since much of 26th Ave has an alleyway I figure it might be a good addition which would free up some parking and alleviate congestion especially into the future as that area will probably eventually get rezoned to higher density.

Thanks!

Communication ID: 343972

Name: LeeAnn McMillen

Comment:

We look forward to having a West Seattle light rail connection by TUNNEL. Many other neighborhoods have tunnels, why are there multiple proposed elevated solution in the West Seattle Junction? Sure, a lot of people coming to it for bus transport, but MORE IMPORTANTLY, it is a hub for our community gathering to shop, eat, have our farmer's market, parades etc. We have many elderly people that live here, and families. This is a RESIDENTIAL area, not a mall nor a destination center. Livability and walkability without having a 150 foot elevated train is of the utmost importance. Please bring light rail to West Seattle BY TUNNEL. It is the preferred option. Why are we treated like a step child of Seattle, that we should have only one tunnel option and 3 elevated options? Hogwash! As taxpayers (of other people's light rail so far), we should also have a tunnel and preserve our walkability in the Junction area. Thank you.

Communication ID: 343973

Name: Lauri Sweeney

Comment:

I do not support light rail at car level, sharing space with cars, or being subject to delay or loss of service in any way depending on behavior of cars. For example, I almost did not make a flight due to someone turning left against the signal trying to beat the train, the train struck the car, and the entire line was out of service. I vote for no conflict between cars and train. If that means elevating the train, then so be it. Transit has to be reliable, or people will drive their SOVs. I also vote against a moveable bridge for the train, for that exact reason. I am in favor of either a high rise bridge or a tunnel to cross the ship canal.

Communication ID: 343974

Name: Robert Fusco

Comment:

The downtown stations must have extremely easy transfer or a huge percentage of the benefit of this expansion is wasted. If riders need to walk a great distance or, even worse, exit one station and walk to another, ridership will fall and trip times will rise. Transferring anywhere between Chinatown and Westlake needs to be as simple as crossing a platform. Center boarding platforms need to be more seriously considered as a permanent solution rather than the temporary one that is being proposed.

A station at 14th in Ballard only works if the immediately surrounding area dramatically change in anticipation for the arrival of light rail. To make that station location successful we need have shorter and easier pedestrian crossings across all nearby roads, multiple entries to the station, and a huge increase in interesting businesses in the vicinity. Ideally 14th should be totally transformed to accommodate for dedicated bus and bike lanes for easy transfers and last mile transit, which requires the removing of parking and a complete repaving of the road. These things are not in the budget or under the jurisdiction of Sound Transit which makes this location highly flawed. 15th is not perfect either, but at least it is closer to the heart of Ballard as things currently stand. Fixed rail should go TO popular destinations, not just NEAR or AROUND them. Don't make the same mistake that was made with the Stadium station.

There is nothing wrong with elevated lines through Ballard. The only important thing in determining the ship canal crossing is that the line be grade separated. Elevated lines can look good and integrate into the neighborhood and have in many other cities.

There is also no good reason to spend extra on a tunnel to West Seattle. A fixed bridge works just fine for car traffic and the costs for a West Seattle tunnel are too extreme.

Communication ID: 343975

Name: Aubrey Pullman

Comment:

I could not see the station proposals because of an issue with the web site "sign in" getting caught in a loop while it was asking for demographic information. Where can I get more details on the Delridge station?

Communication ID: 343976

Name:

Comment:

Would prefer tunnel options as this avoids back ups particularly when bridges go up. A big concern is related to taking away car traffic lanes on 15th/Elliot Ave West as traffic is already quite heavy now the road is already down to two lanes. What type of connection will be available to the Magnolia neighborhood and will there be parking available for commuters to drive to light rail stops?

Communication ID: 343977

Name: Maggie Zhu

Comment:

S3 Representative is a better scoping as overall comparing to others it is more cost efficient and have better stations design.

Communication ID: 343978

Name: Marie Harris

Comment:

Totally support the tunnel alternative for West Seattle. Think a raised track down the Main Street of our area would be disgusting! Think it would hurt property value and quality of life both!

Communication ID: 343979

Name: Brian Y

Comment:

Regarding the Ballard line Salmon Bay / canal crossing. A tunnel is my first choice, least disruptive while building, best for earthquakes, and no future interference with canal traffic. A fixed bridge is my second choice, no future service interruptions due to canal traffic or movable parts breaking - less ongoing maintenance and staffing costs.

Communication ID: 343981

Name: Philip See

Comment:

A link From Ballard to downtown Seattle would be crucial for alleviating traffic congestion and motor vehicle pollution by commuters. The link, however, should have its own bridge that is high enough over the ship canal not to be inhibited by an archaic 114-year-old drawbridge.

Communication ID: 343984

Name: Amanda Thompkins

Comment:

I have a few comments.

The ID station should be as close to the surface as feasible. I get construction is disruptive, but transit also brings benefits to neighborhoods. Spending more for a worse rider experience is a poor long term trade off.

2. The Denny station should be south of Denny - the Denny Regrade has exploded with job growth and more high rises planned. Also, further east than Westlake is a non starter.

3. Ballard station - it should go in Ballard. I.e, NOT 14th.

Communication ID: 343990

Name: Nelson Lowhim

Comment:

What is the delay in improving BRT as well? There was supposed to be one on MAdison, is there a reason it's being delayed?

Communication ID: 343993

Name: Chris Lamb

Comment:

I would prefer a Ballard station at 15th & Market instead of the 14th Ave NW location.

I would also prefer a tunnel crossing of the ship canal, and if not then a higher fixed bridge instead of a movable bridge crossing.

Communication ID: 343995

Name: Mary Peterson

Comment:

Ballard light rail should go up 14th Ave. Perfect spot for it.

Going up 15th would tear up an already congested area.

Communication ID: 343999

Name: Carrie Gartside Anthony

Comment:

I am in favor of the tunnel option. I do NOT think that an above ground route would serve this neighborhood best.

Communication ID: 344007

Name: Meg Tripathi

Comment:

The tunnel is the best option! Spend our tax money now on better quality so that we don't have to face the "Alaskan Viaduct tear down" kind of situation again in a few years!

Communication ID: 344009

Name: Leandro Fernandez

Comment:

Elevated aliments will not connect people, it will separate neighborhoods. Once you enter into the heart of each neighborhood it should be via a tunnel/underground the same way it is crossing downtown Seattle. Having an elevated train on 15th or 14th will divide even more Ballard and it will destroy the whole idea, of feeling more connected, that this project should have for our cities. We are a rich city and for solving traffic jams produced by the lack of planning for many many years and the quick growth of our population we are making the mistake of rushing to build "solutions" that are going to become an issue a few years after completion. Do it well, do it right once.

Communication ID: 344026

Name: Jared Satrom

Comment:

I am a property manager for Westmont HOA that's located along SW Genesee and Avalon Way. I heard of the proposed route plan for the new light rail coming to west Seattle and feel the underground option is the way to go even if it is more expensive. When the Viaduct options were being discussed the city decided for the most expensive option via a tunnel so why not apply that technology and implementation to this new light rail route in west Seattle. You are talking about displacing people from their homes and eliminating a property my company manages, hence costing local business money. There are several detrimental impacts to this community and its residents and yet the city proceeds however they see fit with these transportation projects. I strongly suggest the route options be reconsidered due to the negative impacts it has on residents and people who drive these roads. While light rail to west Seattle may be inevitable, the route options should be carefully considered along with all the community input. It seems the city doesn't mind wasting money on transportation projects so why not go the tunnel route? I have lived in Seattle for over 30 years and fail to see constructive road repairs or projects that improve the transportation needs in a growing community. All we get is 2 lane each direction arterials being changed to one lane each direction with bike lanes I never see people using. I also see new stop signs on back streets where round about islands are located. Isn't a round about supposed to act like a stop sign in a way? SDOT paints rainbow sidewalks and bike lane decals, but yet can't fix any potholes or roads in this city. I have also seen new buildings that tie into the sewer mains which requires them to cut into the roadways and the back filling fixes are pathetic as you feel all the bumps and divets in the road. Transportation in this city is a joke to say the least so please stop making poor decisions that continue to impede transportation and negatively impact residents in this city. SDOT is a f****** joke along with its top level management!! Figure it out

Communication ID: 344034

Name: Meagan Hedlund

Comment:

Provide a tunnel in West Seattle and leave room for development above-grade. The city will continue to get more crowded, so maximizing above-grade space for residential/commercial use while placing transit below-grade will optimize the utilization of the land despite the up-front investment.

Communication ID: 344039

Name: Michael Anthony

Comment:

A tunnel is the best option as surface streets are already clogged. It will be just as costly to be in surface streets as many buildings will have “imminent domain” buyouts. We need our surfaces and soil in west Seattle as there is no more land to build or develop homes. The existing landscape is overwrought with traffic and a surface option takes away

more precious street parking. Aesthetically speaking, a tunnel works. Mt Baker station is a prime example of a successful tunnel. Thank you

Communication ID: 344054

Name: D Ogden

Comment:

West Seattle line should follow the same path from westside West Seattle Bridge to Genesee St. regardless of the option selected. Lower and closer to the golf course looks more appealing.

Communication ID: 344061

Name: Robert Young

Comment:

I like the tunnel suggestion best with routing along 44th/Alaska to keep it near the current bus routes. I also think the elevated tracks would displace too many people.

Communication ID: 344077

Name: Anonymous

Comment:

West Seattle does NOT, NOT, NOT want and ELEVATED or STREET level option and does NOT want homes demolished to accommodate an easier commute for the limited few who will be left to commute to sodo. Eliminate the Avalon station as redundant to mitigate cost and/or combine the Avalon and Alaska Junction station option to the Totem Pole Park or triangle area. No one wants a train in the Alaska Junction, or better yet run all the way down Delridge to the underserved served communities that maximize the utilization of the mass transit now in use and require more service. I prefer you stay out of west seattle and mismanage your funding elsewhere. I will never ride this train - I have never rode any of the trains you have already built. I did not vote for this nightmare. I am a long term west seattle resident who has paid taxes and participated to build a neighborhood and community that I wish to be a part of - I do not owe a hideous, ugly, loud train to amazon transplants that cannot use the mass transit options currently in place - because ST and Metro will not put effort into upgrades that meet the needs of taxpayers. Between bike lane circus roadways, trolleys, ferries, water taxis, shuttles, ride 2, buses, and streets that are not maintained - I see no justification for an over-priced train. And the excuse that someone in Tonasket or whoever moved to Ellensburg voted for it in the distant past does not represent me and it a tired old excuse. A marginal vote long ago is a sad motivation and not reflective of the current community that is being run over - quite literally.

Communication ID: 344103

Name: Paige Malott

Comment:

For Chinatown-ID station, preference is for 4th Avenue alignment as this minimized disruptions to the Chinatown neighborhood, both with short-term construction and long-term impact of more people, being a major transfer station at the core of the neighborhood.

As the 4th Avenue bridge would need to be replaced during light rail construction, please coordinate this effort with the Center City Connector project. Project managers for Center City Connector have noted that the new streetcar vehicles are heavier and would also need the 4th Avenue bridge to be replaced before they begin service.

Please prioritize high-capacity transit projects like light rail and streetcar over maintaining an aging bridge for individuals who commute by car. Please coordinate between transit agencies so that the bridge can be rebuilt for the needs of both light rail and Center City Connector.

Communication ID: 344104

Name: Sagar Ramachandra

Comment:

I prefer the 4th Ave cut and cover option in the ID as it allows for easy transfers and reuse of Union Station into a central Transit hub for the region. The viaduct also needs to be replaced anyways, so traffic impacts will occur regardless. I do not want a deep bore station as that will increase cost and result in a worse transfer environment for riders.

For Ballard and West Seattle, I prefer the elevated options, as they are less expensive and would not negatively affect ridership. There are many international examples of elevated tracks coexisting beautifully within urban environments, so I highly disagree with those who think it will ruin their neighborhood. Also, the tunnel in West Seattle will have more negative impacts on the Delridge neighborhood a which is more racially/economically diverse than the rest of West Seattle.

Communication ID: 344105

Name: Zac Smallwood

Comment:

My partner and I live very near 15th and Dravus. Taking away lanes for the light rail will impact access and traffic. Additionally, if the light rail were to traverse the ballard bridge and the bridge gets stuck -- which does not happen infrequently -- train service could be seriously delayed. Ideally, Sound Transit will move forward with the tunnel alternative, which also travels through Magnolia, because it would have the least impact on existing traffic, while affording the most reliable, alternative transit options.

Communication ID: 344106

Name: Celeste Delostrinos

Comment:

In 1984, my husband and I chose to make our home at 5206 41st Ave SW because of the small town ambiance of the neighborhood and its proximity to the elementary school. Our five daughters are now grown and raising their own families also in West Seattle. Please preserve our beautiful neighborhood by constructing a tunnel.

Communication ID: 344107

Name: Johann Schmidt

Comment:

For the final Queen Anne station, I vastly prefer the stations that are as close to Key Arena as possible. The closer it is the more game day traffic the station can pick up, which means fewer people driving and through the city to get to Key Arena. Done right we could see people coming from the south parking down at the SODO stadiums hoping on light rail to get to Key Arena. Instead of the current system of driving on surface street and jamming up Mercer street like its rush hour. It also makes the station useful all day long for people going to surrounding complex. The one station plan located on Mercer is baffling to me. You want to dump pedestrians onto one of the most notoriously car heavy streets in Seattle? Why was this ever proposed let alone a finalist for consideration?

For the Smith Cove station, I feel that the options that use the Helix Bridge are best so that we can use the bridge for its intended purpose. However, I realize that this station real purpose is to service the thousands of employees that will be working at the Expedia HQ once it opens. So frankly if Expedia has a preference of station, I'd be fine to go with that.

For the Interbay station I vastly prefer the Thorndyke station location over the 15th street location. From Thorndyke you will pick up some Magnolia residents and any future Interbay residents. The 15th street station however you will not pick up any Magnolia residents and only get the meager few that walk down from a small section of Queen Ann to the current Rapid Ride bus stop. Any future Interbay residents would use either. My main thrust is this, this is the only light rail station Magnolia will ever get, Queen Anne however is all but guaranteed to get another station in some future expansion. If this station isn't built to service Magnolia as best it can then Magnolia will continue to operate like a detached island from the rest of city and be car heavy forever.

The Thorndyke station can also be better integrated with buses than a 15th street station. A simple single lane addition can be made the Nickerson Street underpass (less than 100ft) to connect it straight to the Northern tip of Thorndyke. This could allow bus route 31 a direct to light rail transfer point. You would also be able to reorganize routes 33/24 to loop down to the station and straight back to Magnolia which would help speed up the travel time and provide a new destination, Ballard. Proposals to cap part of the BNSF line around the station location in an unrelated future project are something to consider as well. If completed this would mean Magnolia wouldn't be as separated from Interbay as it currently is by the train tracks.

Also seriously consider that fact that the Magnolia bridge is going to be torn down, potentially the same time this track is being laid. There will be a dramatic uptick in car traffic on Dravus especially at the 15th street on/off ramp and overpass. This could even worse if the city cheaps out and does not build any sort of replacement structure/road and

just reroutes all bridge traffic to Dravus street. Bus service will deteriorate there. There is zero room to improve the street flow. So the idea of any kind of bus/station integration on 15th being anything other than a horrible bottleneck is a fantasy.

For the crossing I see only one option, the tunnel. The drawbridge is a terrible idea which will cost more in the long run from the ongoing maintenance costs over the alternatives and it has a built-in fail point that could cripple this line in the future when not if it gets stuck. The high bridge might work save for the fact it only allows for a 14th street station. The station must be at 15th, the proposed alternative at 14th does not serve Ballard at all. 15th is already at the very edge of Ballard. A station at 14th means having mass pedestrian crossing at 15th a major arterial road. The increased distance and undesirable street crossing mean few will ever want to use that station to visit Ballard. A 14th street station will be nothing more than a transfer point from bus to train for commuters. Something the station at Thorndyke or even Smith Cove can do just as well.

Looking into the future is even worse. A 14th station has nowhere to expand to. It dead ends at Ballard High School meaning you'd have to cross back over to 15th street to ever continue north. Considering one the touted points of 14th is the increased TOD potential that means we expect the current low rise 14th to be replaced with 6+ story apartment buildings which would make an elevated cross over to 15th impossible. So again, a station at 14th would mean permanently blocking in this line and preventing any future northward expansion which Seattle in 2100 is most definitely going to want. Please do not let short term cost saving maneuvers back the city into long term expenses and predetermined end points. Everything built should be done so with the idea that the system will expand in the future.

Communication ID: 344108

Name: Emily Waschak

Comment:

A tunnel crossing Salmon Bay (the "Ballard Tunnel") is the only option with the least impact on maritime businesses in and around Fishermen's Terminal, and the least impact on maritime traffic in Salmon Bay and the Ship Canal. Longtime, small businesses in and around Fishermen's Terminal will be negatively impacted by any disruption due to an extensive construction period to built an elevated bridge (fixed or movable) around the Ballard Bridge crossing of the Ship Canal and Salmon Bay at 15th Ave W. Please consider the Ballard Tunnel as the best and only option for the ST3 project crossing Salmon Bay and the Ship Canal.

Communication ID: 344109

Name: Miriam W.

Comment:

I live in N Delridge and my home may be taken by light rail. I can afford to live in this neighborhood but nowhere else in west Seattle is affordable. I would need to move to Renton or Kent if I can't stay in my home. I am a single mom of two kids and I work downtown. I can not afford child care if I need to commute so far to work. It is not right to take people's homes.

Communication ID: 344110

Name: Thomas Kuehnel

Comment:

Building a second tunnel through downtown may not be necessary esp. when comparing to other cities that have multiple feeder lines merging into a single tunnel. Spacing of 2 minutes between trains provides ample capacity. In addition, some trains could terminate at endpoints like International district. The need for a second downtown tunnel requires better justification why the existing tunnel does not accommodate the expected traffic. Alternative options of train routing should be evaluated and presented.

The saved cost can be applied for tunnel options toward West Seattle and Ballard.

Communication ID: 344111

Name: Christina Coleman

Comment:

Hello,

Born and raised at 41st and Dawson, I was appalled to hear that they are proposing to build an overhead rail line on the streets between California and Fauntleroy, potentially having to demolish the home and beautiful neighborhood I grew up in, my immigrant parents' first and current home, and central gathering point for our large extended family. I know many neighbors would also hate to see this happen.

Please consider building a tunnel instead, like you have in Beacon Hill, Capitol Hill, and the U-District. My family uses the light rail, loves going through the tunnels, and would hate to see our neighborhood and family home destroyed.

Thank you for your consideration.

Sincerely,

Christina Coleman

Communication ID: 344112

Name: Matthew Rayermann

Comment:

Don't waste too much money tunneling where we don't need it! The most important things are reliability and reach. So for that reason, I think if any extra money beyond what was voted on is going to be spent, it should be a fixed bridge in Ballard. If anyone wants anything nicer, they should have to pay for it. Station placements are important, but I'd rather

have the fixed bridge than the most perfect station location. Land can be rezoned, buildings will inevitably be rebuilt, but a station will probably never ever move.

Communication ID: 344113

Name: Edgar Riebe

Comment:

Hello,

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong.... With that said, an elevated light rail past through the heart of West Seattle through our family residences is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis

2) taking blocks of developable, transit-oriented affordable housing off the table

3) reducing/depressing home values anywhere near the elevated light rail

4) reducing property taxes along the immediate route of light rail (due to reduced home values)

5) increasing noise near residences

6) removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. Please commit to our community of West Seattle to make this a reality.

If in the end elevated is considered, it is important to use established traffic corridors not go through the center of family neighborhoods.

Best regards,

Edgar Riebe

West Seattle resident since 1996, committed to this community

Communication ID: 344114

Name: Brent Christian

Comment:

I do not support these elevated proposals because of the immense impact to residents and the neighborhood at large. Proposals should focus on making less impact to residents. Trying to run light rail along residential streets such as 41st, 42nd, or 44th avenues would require purchasing too many residences, and displacing too many people.

The route should be underground in a tunnel, in order to preserve West Seattle. It has clearly been shown that this is the will of the community.

Communication ID: 344116

Name: Brad Chrisman

Comment:

Hate is a strong word, but I absolutely HATE the idea of an elevated line running all the way to the Junction. I think it has to be a tunnel from 35th Avenue to the Junction.

Communication ID: 344117

Name: John Wolf

Comment:

I believe an elevated light rail is the worst option in general and for West Seattle Alaska Junction specifically. It is a "cheaper fix" for a problem that has been kicked down the road for years…. The city founders should have copied the great cities of the world and made plans for this long ago. They did it when they called in the Olmsted firm to lay out our park system.

Taking a long term view, and comparing Seattle to a much more mature city, Paris, an underground system is the most sustainable and ultimately the best solution for our communities and the city. Underground stations, as we have downtown and on Beacon Hill, allow the surface of the city to grow and mature more freely. They really add value and obtain the stated goals with fewer detrimental and unsought consequence on the use of the surface neighborhoods, whereas the surface tracks create an offensive, consistent stigma; a physical legacy that will shadows and literally hang over residences and stymies city planners for decades.

Again learning from the Paris system, where you can walk in nearly any direction for 5 minutes to find a stairway or an elevator down to a metro stop, we would be well served to have underground stations with access close to the Alaska Junction AND near the Alaska Fauntleroy Junction AND one to serve Delridge. Easy access at numerous location is the future and the look of a good, world class, transportation system. It will take years to put in place but, "Rome was not built in a day."

Communication ID: 344118

Name: Karen Januto

Comment:

I firmly believe the light rail coming into West Seattle Junction should not be an elevated train. It should be via a tunnel! We have an established neighborhood with buildings and streets already in place. The addition of elevated train tracks through this area will take away the charm, add to the chaotic feel of an already rapidly growing area. Not to mention what the length of time and scope of construction above ground will do to the traffic in and out of West Seattle! Imagine that nightmare! We pay high real estate taxes for the views and charm that West Seattle offers. We should be considered for a tunnel as much as other neighborhoods like Capitol Hill. My proposal is the train can be elevated/on surface to the point where the Spokane street viaduct comes to the hill by Luna Park Cafe and then goes underground. The perfect spot for an underground station would be the block where the Bank of America now sits. The future expansion of track down to Burien should not go through residential/single family home areas and, overall, any above ground tracks should be run along arterial routes.

Communication ID: 344119

Name: Kevin Mullen

Comment:

I recently attended an open house in West Seattle regarding the Light Rail extension to my area and learned of the alternatives being considered. After learning of the elevated alignment option that could possibly displace my home I became very concerned. I'm very much in favor of the light rail extension to West Seattle, however, I believe the best option is the tunnel alignment, such as was used in the extensions to the UW and Northgate. I also believe that the closer to connecting bus lines the better regarding the station location.

My home on 41st was built in 1909 and has been in my family since 1953. I was born in the West Seattle junction and was brought home to this house. After the passing of my Mother in 2003 I opted to move back into our family home. Our neighbor hood is very established and along with many of my neighbors, I have done extensive work to the house and property.

I appreciate the opportunity to comment on the project.

Thank you!

Kevin Mullen

Communication ID: 344120

Name: Patrick Dellerba

Comment:

While the blue alternative alignment for west seattle with tunnel before avalon station is disuptive to the north delridge neighborhood, acquisition of properties in that neighborhood would allow TOD that would be in character of the current

youngstown flats to the north of the station, and better access to the Delridge park & community center directly south to connect denser housing developments to open spaces. I believe, the sacrifice of displacement in this neighborhood, spares the most displacement in West Seattle as a whole, and should be considered the best overall design to minimize sound, view, and noise and light pollution to the entirety of West Seattle. Tunneling at Avalon and Junction station alignments is also in character with all other alignments on link light rail, specifically sighting Beacon Hill and Capitol Hill as examples. Ending this phase of the alignment oriented South, also leaves open expansion opportunities for future ST phases to reach Morgan junction (and beyond). However, turning South at 44th is the least desirable and furthest out from the "commercial core" of West Seattle's Junction. It would be the most impactful would it continue further south in subsequent expansions where it align more with residential communities, as opposed to commercial/ LR zones nearer the Morgan Junction. Save us from perpetual light and noise pollution, not to mention decades of surface street congestion during construction of an elevated solution, and let's build a longer term solution in keeping with design standards of the entirety of the light rail alignment. West Seattle has the highest elevations in Seattle. Let's tunnel where it just makes good long-term sense to do so.

Communication ID: 344121

Name: Stefan Karisch

Comment:

To whom it may concern:

To maintain the character of West Seattle, we need Sound Transit to choose the tunnel option. We value the light rail coming to West Seattle and ask for the tunnel option to preserve our neighborhood.

Thank you,

Helga and Stefan Karisch

Communication ID: 344122

Name: Adam Peretz

Comment:

Putting an above ground station anywhere in the heart of Alaska Junction would have a drastic and detrimental effect on the area. This area is amazing because it maintains a balance between active fun spot and quiet peaceful suburb. Adding a train line that is above ground would be loud, it would require getting rid of many existing storefronts, and it would just be ugly. Adding the same station down on Alaska would be much less impactful. If a station is to be added on 44th, it absolutely needs to be underground, but I still think the best case would be for the station to be down on Alaska instead.

Communication ID: 344123

Name: Mark Hamilton

Comment:

I think a tunnel under Salmon Bay into Ballard is the best option. I think any option that requires another drawbridge (or anything that can be disrupted by a sailboat) needs to be avoided and the tunnels do that the best. Of the 15th/14th Ave options, 14th seems like the least disruptive and better option.

Communication ID: 344124

Name: Brook Peters

Comment:

ST3 Option should not be considered due to station placement. We must have

Station should NOT be near California Ave. This is the heart of West Seattle. Aesthetically, it would destroy

Communication ID: 344125

Name: Brook Peters

Comment:

We must have the station positioned to work for future southbound expansion. That's thinking ahead.

My vote is for West Seattle Bridge/Fauntleroy. With one change...we do not need the station near the port. The station at Avalon will serve the Delridge community as well. It also has the least impact on the environment, while still serving the community

Communication ID: 344126

Name: Kristin Huff

Comment:

A tunnel for West Seattle is the best option at a minimum from from delridge to the Junction. The rest should not interfere with the West Seattle Bridge - the rail should have a separate bridge and should not be on the surface streets anywhere.

Communication ID: 344127

Name: C Parker

Comment:

Yes to the tunnel options and no to the above ground light rail

Communication ID: 344128

Name: Jack Eby

Comment:

On the West Seattle portion, the elevated option seems to allow a much better station location at Delridge, where I would be transferring to/from the RapidRide H bus.

I generally prefer elevated stations to underground, because in my experience, it takes much longer to get from the sidewalk to the platform in an underground station than an elevated. I'm mostly comparing existing tunnel stations downtown under 3rd to existing elevated stations like Mount Baker. In the downtown tunnel, I often miss a train in the time between when I start descending the escalators and when I actually get to the stops.

Communication ID: 344129

Name: Andy Flajole

Comment:

Hi,

My comment is that Sound Transit should select the West Seattle Tunnel alternative. The route on the northern side of the West Seattle Bridge has less aesthetic and environmental impacts by being lower in height and avoiding impacts to the Piegon Point slope and West Duwamish Greenbelt, respectively. Temporary impact to the Port and associated trade- and water-dependent businesses is unfortunate but necessary to avoid the alternative routes' greater environmental impacts. The Tunnel alternative minimizes aesthetic impacts in the Delridge area by being over 100' lower in height than the other options. The Tunnel alternative also minimizes aesthetic impacts at Avalon with an underground station. The terminus of the West Seattle Bridge at 35th Avenue SW is the primary entry portal for the vast majority of residents and visitors to our community. Do we really want a 50' plus height elevated station as our welcome sign? An underground station at Avalon is preferable. Long-term system growth means that an Alaska Station at 42nd is the best compromise between existing infrastructure and facilitating expansion. An Alaska Station at 41st is equally feasible as I see no substantial difference between the two. Residential and business impacts in West Seattle are inevitable but the temporary effects are far outweighed by long-term economic, environmental, and social benefits to the community and region. Spend the extra money now on the West Seattle Tunnel route.

I cannot speak to any other proposed alignment but strongly encourage Sound Transit to consider creating new hybrid routes based on specific neighborhood feedback... In other words, mix and match the segments in your given alternatives to create the ultimate preferred route based on public feedback.

Thanks, Andy

Communication ID: 344130

Name: Chris Borgia

Comment:

I am a Ballard resident and own a home very near the proposed areas. I am very concerned about the eventual Ballard station. The absolute most important thing in the whole project to me is that the Ballard station be underground. The above ground options are not only aesthetically awful but will hinder any future expansion from Ballard. The stations at UW and Capitol Hill are great and they did not impact their neighborhoods during or after construction. This is what Ballard deserves as well. Ballard residents do not want an ugly above ground rail cutting through our neighborhood and are not willing to put up with years worth of above ground construction to build it. We'll pay more for it if we have to, just put it underground.

Communication ID: 344131

Name: Jeffrey Glad

Comment:

Ballard Connection:

I support either the tunnel option or the high fixed bridge option to connect to Ballard. I believe if the port of Seattle is will to help fund the project we should take them up on the option. A non-draw bridge option is a must.

International District:

I support the option that provides the best connection between lines and does not delay the project which would be the station under 5th Ave. However, If we need to rebuild 4th Ave in the future we should find a way to piggyback off the SDOT project by putting it under a rebuilt 4th Ave while reopening the Union Station to the public. With this we can also connect to King St Station which would provide a smooth and easy connection between all modes of transit without having to walk up onto the street.

SODO Station:

I support the option with the SODO station moved south directly adjacent to the rebuilt S. Lander ST bridge. Creating a grade-separation system as well as good and easy connections is a must.

Downtown/SLU:

I support any option that provides the best connection between lines and allows for future connections/lines. The future Westlake Station needs to have seamless connections between lines as it will be a major hub. Commuters should not

have to go up to the street to transfer. Also, if possible provide a better connection to First Hill since they have huge ridership potential and have been left out of the previous lines.

Interbay:

This is a good area to be able to save money on the project. However, I support total grade-separation everywhere along this line.

West Seattle:

I support any option that provides grade-separation as well a an easy way to extend the line in the future while still saving money. Good connections is a must.

Thank you!

Communication ID: 344132

Name: Carolyn Davis

Comment:

Put the Ballard station closer to the business district and Ballard Hospital.

Or provide parking at the Ballard station. Not many people can walk to it if it is on 14th.

Communication ID: 344133

Name: Marc Hamalian

Comment:

Anything short of a tunnel with a portal east of Avalon would be a tragedy for the suburban feel of West Seattle. The height of the guideway near/in the junction or especially on Genese north of the golf course would be obnoxious. Spend the money now and in 20 years it will seem cheap and forward thinking. Plus if you put that eyesore up in the air through a residential neighborhood you will never get support for an eventual extension south.

Communication ID: 344134

Name: Tom Satwicz

Comment:

I believe we should make the extra investment to build a tunnel in West Seattle. This is infrastructure that will be utilized for generations, building the least invasive in terms of surface disruption will pay off in the long run.

Communication ID: 344135

Name: Rachel Merta

Comment:

My comments are specifically related to the East Alaska Junction area where I reside.

I would like to encourage further study of the cost of the tunnel project versus the loss of property value of claimed homes, loss of value of remaining homes, and loss of developable land should there be an elevated rail line. This SHOULD INCLUDE the loss of homes on a future extension as well If the current line is elevated, this presumes future extensions would also be elevated. More homes would be taken and more property value loss. A tunnel on the other hand, though expensive, would allow continued and necessary housing growth of mixed income housing and allow what has already been invested in this area to remain. There is a housing crises in Seattle that needs more houseing, not less.

I also encourage further study of the aesthetics on the elevated proposal. The area around the junction is the heart of West Seattle. The East Alaska area is the entrance to this neighborhood and peninsula. This city that is known for incredible mountain and sound views is like no other city. The neighborhood where the yellow line is proposed has original homes from the early 1900's - will we lose 'historical' properties to massive concrete towers in the elevated option? The height of these concrete structures is mindboggling. A tunnel would alleviate this impact. What kind of noise and vibration will occur?

What about running on current roads that are already at grade? Could the red line end in a north-south direction at the curve of Fauntleroy and still allow for future extension that is at grade? Though at-grade is aesthetially more pleasing than elevated, it is more dangerous especially in a busy pedestrian accessible neighborhood like the East Alaska Junction nieghborhood. I worry about this and the flow of traffic from the bridge - a battle that seems like it would get worse rather than better with above ground rail. A tunnel would make more sense for safety purposes and for aesthetics.

I would like the study to consider changing the idea of having 2 stations so close to one another (Avalon and Alaska Junction). A single station at Fauntleroy could serve both communities with a sort of 'Fauntleroy transit hub'.

Thank you for considering all options and input.

Communication ID: 344136

Name: Donald Liu

Comment:

As a resident of Chinatown and regular user of the light rail, I would support the 5th Avenue Bored Tunnel/Mined Station alternative over the Cut and Cover alternative. The cut and cover alternative would change the esthetics and surface surroundings more than the mined station. When complete the mined station alternative would have absolutely no visual surface changes to the Chinatown district.

Communication ID: 344147

Name: Angela Grant

Comment:

I am OPPOSED to the YELLOW LINE option for the light rail. The yellow line option through West Seattle would displace many of my neighbors' and destroy their homes. I live on 38th/Dakota - which is a single-family home neighborhood close to shops, buses, etc. Putting the light rail through the middle of our neighborhood would destroy over 100 families- my neighbors. Housing costs are such that this would require most all of them to move out of the city, destroying their vision of Seattle when they moved to the Alaska Junction neighborhood. The Red Line option would displace fewer families and keep this neighborhood more intact but still allowing the convenience and effectiveness of light rail in our neighborhood.

Please consider NOT implementing the Yellow Line option. There is no reason to displace that many families, creating hardships for these people, not to mention, legal difficulties.

Thank you.

Angela Grant

Communication ID: 344148

Name: Kristina Binder

Comment:

I strongly disagree with any of the elevated alternatives. My home will probably not be taken by eminent domain and my family will be left with a severely depreciated property value, and this issue certainly does not only apply to my home. West Seattle has always been a beautiful community and creating an elevated light rail will ruin many of the wonderful views from homes and apartments. The clean environment of this community must also be taken into consideration, with the rise in homelessness in the past decade, any elevated option is sure to bring tents and raise the crime rate of the area. This is by no means an attack on the homeless population, however, the people of West Seattle would like to live in a safe neighborhood. I understand that expansion of the light rail would be thinking far into the future, but it would be an injustice to the people who live in the path of this project to not take it into consideration. The elevated options would continue taking homes and destroying neighborhoods as it goes south, this becomes detrimental to the low income and middle class citizens who cannot afford a home similar to what they originally owned. Although many would say this is the cost of urbanization, no other city would destroy a whole community for a light rail. I would highly suggest to continue researching the tunnel options in the EIS and make those choices the main alternatives. They would increase the value of the neighborhoods and continue building West Seattle. In addition, it would decrease the amount of homes taken and allow easy expansion to the South Seattle Community.

Communication ID: 344149

Name: Kevin Gardiner

Comment:

Prefer options which include tunneling under the West Seattle Junction area. Don't want elevated tracks or trains running on the surface in the Junction area.

Communication ID: 344150

Name: Teresa Perez

Comment:

High Point would greatly benefit from a light rail station given its density of housing, as well as the socio-economic composition of the neighborhood.

I recently saw posters for the Ballard/West Seattle light rail in Morgan Junction. I have not seen any in High Point, despite there being a large number of community bulletin boards. The City of Seattle should be doing everything to ensure that members of ALL communities are equally informed and are given a chance to voice their opinion.

Communication ID: 344151

Name: David Spiekerman

Comment:

Having lived on north Queen Anne (3443 12th Avenue West) since 1982, I am very familiar with the traffic bottlenecks in the neighborhood within a 1 mile radius of our house.

The number one problem is the Ballard Bridge, it being only 4 lanes wide, and most detrimentally being a drawbridge. First, the amount of carbon going up in the atmosphere from the hundreds of cars idling and waiting for the drawbridge to open which happens many times per day especially in the late Spring to early Fall seasons is extremely detrimental to our atmosphere. Second, the amount of time wasted by commuters waiting for the drawbridge to open costs us millions of dollars in Wasted Time.

To have the light rail be on another drawbridge would make this awful situation much worse. If one sailboat can open the drawbridge, then its impact on stopping car and light rail traffic would double. I think that the initial, higher cost of tunneling under Salmon Bay would be made up by the savings freeing the light rail from the whims of maritime traffic on the ship canal.

If the light rail is meant to facilitate more environmentally friendly transportation, how does this essential purpose square with having a drawbridge for the light rail over Salmon Bay?

I support the tunnel option for the light rail under Salmon Bay.

Communication ID: 344152

Name: Michael Roleru

Comment:

Sir / Madam,

I am writing to voice my strong objection to the above ground option for the West Seattle extension of the light rail. West Seattle is an established residential neighborhood. Many of us have chosen to live here precisely for that reason. Running a light rail line down a residential street would destroy what we value most about living here. As Capitol Hill and other neighborhoods in the city have benefited from the building of a light rail tunnel, preserving the integrity of the area, West Seattle should be afforded the same consideration.

Respectfully,

Michael Roleru

Communication ID: 344153

Name: Jhon Mosley

Comment:

Tunnel only.. we did not vote for an elevated through residential as shown.

Jhon

206.473.7263

Communication ID: 344154

Name: Joni Rillera

Comment:

We did not vote for an elevated structure. Tunnel is the only option. Thank you

Joni Rillera

Communication ID: 344155

Name: Michael Forby

Comment:

We voted for a tunnel! Not an elevated structure. Don't ruin my home.

Communication ID: 344156

Name: Natalia Mosley

Comment:

Tunnel only... it's what we voted for.

Communication ID: 344157

Name: Roger McMillen

Comment:

Based upon the options presented, the only logical alternative is one of the tunnel options for the West Seattle Junction station. All other alternatives significantly disrupt and/or displace entire neighborhoods. In the addition, the scale of the above ground structures are out of proportion to the overall area and would dominate the entire landscape, as evidenced by the visualizations presented on this web site. Noise polution would also go up significantly from the rail traffic. The most logical tunnel option would be to place the station on 44th where the existing bus hub is located. This would increase the likelihood that riders would bus to the light rail station rather than drive. In our neighborhood (42nd & Hudson), we're already subject to many bus rideres who drive to our neigborhood and park on our street to walk to the bus station. It will only get worse if the station is located on 42nd or 41st. That, coupled with the RPZ that ends just before our block would likely force those drivers who now park one block north, to now park in our block.

Communication ID: 344158

Name: John Vair

Comment:

More than enough money is available to Sound Transit to build the West Seattle route. I am against any additional funding for tunnels or enhancements beyond the base case approved by the voters in 2016. ST committed to the taxpayers to build the route for that base amount and should deliver on it's promise to the taxpayers. Additional sums of $700M or more are not acceptable and those alternatives do not have my support.

The alternative route that should be considered is along the current West Seattle freeway and T5 terminal, rather than into the Delridge area where numerous family residences would be destroyed. The freeway route would avoid expensive tunnels and also not adversely impact existing homeowners. I am opposed to the destruction of people's property to build this light rail line.

Communication ID: 344159

Name: Franz Kogler

Comment:

To ensure broadest impact in the downtown area, locate transit tunnel under 6th Avenue. This will allow for a wider catchment area for riders, especially at the convention center and the downtown blocks closer to First Hill. Locate midtown station with exits onto Madison street to allow quick transfer to Madison RapidRide lines

Please ensure a seamless transfer to the existing link tunnel at ID/Chinatown Station - do not cause lengthy transfers by using a deep station (longer transfer times). Either locate tracks right next to existing station or on 4th Avenue South. This makes any transfers to other link lines or to Sounder trains most efficient.

When locating the Ballard station, connect it seamlessly with the high density village that is located on 15th Av and further west. Locate the station on 15th Av or further west to catch the most possible riders and also allow for expansion further north.

In West Seattle, locate the terminus station so that the line can be extended further south without great cost in the future.

Communication ID: 344161

Name: Sandy Obuck

Comment:

For West Seattle an elevated option down California Ave is the only thing that makes any sense. Going through existing residential neighborhoods doesn't make any sense at all. How much more will the project cost and how much longer will it be delayed if it goes through mostly residential areas?

Communication ID: 344162

Name: Jo Hecker

Comment:

I support the tunnel option for light rail in West Seattle. The elevated/surface level track would negatively impact our neighborhood on 41st Ave SW. Please consider and choose the tunnel option.

Thank you for listening.

Communication ID: 344163

Name: Calista Januto

Comment:

The light rail should be built underground to preserve the beauty of West Seattle. The traffic on our arterials is already nightmarish during rush hour. We don't need an elevated train to add to the congestion.

We have one chance to do this the right way. Let's get it right the first time!

Communication ID: 344164

Name: Karen Finneyfrock

Comment:

I believe our priorities should go toward environmental stewardship and ease of future light rail extensions. If those priorities are met, then my preference would be for a tunnel in downtown West Seattle as opposed to an elevated train because of natural beauty and noise concerns.

Communication ID: 344165

Name: Michael Bailey

Comment:

This project is taking so long that the capacity estimates will be off. Hurry up.

Communication ID: 344166

Name: Brian Steinburg

Comment:

West Seattle:

Elevated alignments are too damaging to the urban fabric of the City, will feel oppressive to pedestrians, negatively impact existing buisnesses, apartments and neighborhood housing, and will disrupt development patterns in the long term.

Tunnel alignments will be able to best position themselves within the urban fabric, setting up future extensions, and preserving the urban fabric and pedestrian realm.

42nd alignment is preferable due to proximity to both dense development and the California buisiness / retail center.

Ballard:

For the same reasons as West Seattle, the tunnel is preferred.

15th Avenue is preferable to 14th due to proximity to downtown Ballard, and the ability to have station entries on either side of 15th which is a pedestrian barrier.

Downtown:

The Republican and Harrison options allow for station entries on either side of Aurora providing easy access to 2 neighborhoods.

In the ID, options that allow for station connectivity with the existing line are best.

Communication ID: 344167

Name: Albert Liang

Comment:

There will still need to be last-mile solutions or people will not be incentivized to take the light rail. This can come either in the form of park-and-ride centers, convenient bus transfers, or enough stations that are close enough within walking distance to the final destinations.

A station in Belltown would be very much appreciated as this neighborhood is expanding and will only continue to expand with higher density residences and commercial spaces.

Communication ID: 344168

Name: Kelsey Hofferbert

Comment:

This neighborhood wants tunnels. Please do not create above ground rails and displace even more people struggling to afford their homes. Above ground rails become an eye sore after a few years and block the beautiful views west Seattle has. TUNNELS EVEN IF IT COSTS MORE!

Communication ID: 344169

Name: Chelle Johnson

Comment:

What about tunnel options? Having spent a tremendous amount of time in Europe, underground transit leaves neighborhood character unharmed, allows for the evolution of the neighborhood and allows cars, bikes, pedestrians and transit to coexist nicely.

Communication ID: 344170

Name: Anonymous

Comment:

Please consider the tunnel option strongly. It would save much more property that is needed in the West Seattle Junction.

Communication ID: 344171

Name: Tyler Huntley

Comment:

This is in regards to the Interbay/Ballard line. The line should run along 15th in Interbay to be sure. I would recommend against going near the BNSF lines on the west side of the golf center/athletic complex. The line should also be separated completely from vehicle traffic. For the bridge into Ballard, I'm not well versed on which type of bridge to build other than recommending it should be a high fixed bridge. The better choice would be to tunnel underneath, however. Finally, the location of the Ballard terminal should be on 15th or farther West. This is where the majority of Ballard businesses are. If it's as far east as 15th or even 14th, there will need to be additional infrastructure built to move people from here to downtown Ballard where businesses are. My recommendations are in order of preference: a moving sidewalk, a streetcar, or a monorail. Buses simply cannot meet this demand. Thanks for the opportunity to comment.

Communication ID: 344172

Name: Julie Bassuk

Comment:

Please support continued evaluation of the tunnel alternatives through West Seattle to limit the impact on businesses and residential neighborhoods. The additional cost and time associated with the tunnel options will be worth it in the long run to add value to the neighborhood.

Communication ID: 344173

Name: Apratim Mishra

Comment:

I pick both. Seattle has lower public transport connectivity than many other major cities. Considering its a growing tech hub north, south and east should all have rail links before the city grows any further and the task is gargantuan and improbable to achieve. Rail ink would also reduce pollution overall and retain the beautiful PNW eco system.

Communication ID: 344175

Name: Justin Kress

Comment:

Please do consider tunnel options for West Seattle. This is a long term investment into the area's future and aesthetics should be considered. This will wipe out the charm and character of the Junction area.

Communication ID: 344179

Name: Ashley Seffernick

Comment:

Please do not run lightrail or other similar service down residential side streets (41st, 42nd or 44th) from West Seattle to White center. These types of transit options should be run on main roads. There are many children and families who walk and bike through these neighborhoods. It would not be safe or conducive to have a train running right through the neighborhood.

Communication ID: 344183

Name: Nathan Murdock

Comment:

The aggressive anti-tunnel commentators must not live near the Junction. The Junction especially and the entire peninsula is rapidly becoming much denser. More people in total live in West Seattle than in any other Seattle neighborhood. Why do we get treated like the country cousin? Integrate WS with the city properly and treat us not as a forgotten suburb but as part of the core. Why don't we get the same densification encouragement as other light-rail projects? Reduce the number of stations and tunnel it.

Communication ID: 344184

Name: Alexandra Griffith

Comment:

My husband and I would like to express our support for the 1:1 replacement of the Magnolia Bridge as it is critical to an interconnected Ballard-Interbay corridor.

All my neighbors, and everyone I know in Magnolia are all in agreement that this bridge is a critical connection not just for the residents of Magnolia but for all the people who work in Magnolia and the trades and businesses who service this large neighbourhood. Emerson and Dravus are already at maximum capacity as both have had a vehicle lane removed for cyclists and traffic is frequently backed up. It becomes even worse when the Ballard Bridge is up. All the commuters that work downtown take the bus via the Main Magnolia bridge!

Communication ID: 344186

Name: Marjorie Finnie

Comment:

Sound Transit taxes are paid by West Seattle and Ballard neighborhoods, which means we have helped pay for the tunnels in other parts of the city. Why should we not have tunnels like everyone else? I believe it would be a huge mistake to go with an above ground option. Better to delay than go with that option.

Communication ID: 344187

Name: Diane Mangrum

Comment:

We would like it if you used a tunnel for the West Seattle Junction Sound Transit project to preserve our neighborhood. If there is an elevated track it would really ruin our neighborhood and would not be fair to those who live on these streets, and we have been here a long time and don't deserve that. Please put it underground like done in the other communities and save our neighborhood.

Communication ID: 344188

Name: Matthew Carson

Comment:

Hello - please don't put the light rail down residential streets in West Seattle. We live on 40th Ave SW and there are many families and old people who will have their lives turned upside down and negatively impacted if the proposals for the light rail carving down 41st and other streets goes ahead. Please don't do it.

Communication ID: 344192

Name: Gilbert Recla

Comment:

To Whom It May Concern:

I am unclear as to why the above ground Alaska Junction station is still being pursued. The majority of residents have said they want the station underground. The above ground options are not viable as they are destructive to both the already developed residential and commercial fabric. It would require leveling vast swaths of the neighborhoods disrupting many homes. It would create an elevated eye sore splitting the commercial area and creating a visual and noise barrier.

This same result has been seen in many cities throughout the US from Chicago to San Francisco. We must prevent this from happening in West Seattle. We need to preserve what we have not destroy it. If funding is a concern then we should reduce costs by reducing the numbers of stations and have them constructed in the future (Avalon and Delridge). We should postpone construction to make sure we do this right.

Sincerely,

Gilbert

Communication ID: 344194

Name: mike omura

Comment:

I and a lot of folks in the CID are concerned about the alignment alternatives that would impact 5th Ave. S which is in the heart of the CID and would impact businesses just now recovering from the impacts of the Seattle Street car through Jackson St. I would prefer to see alternatives that go through 4th Ave. S which is more on the edge of the CID and Pioneer Square. Also it might be a good opportunity for the City to work with Sound Transit to coordinate efforts to install the tracks and at the same time replace the structure supporting 4th Ave.

Communication ID: 344195

Name: Laurie Feldman

Comment:

Hello,

My preference is for a tunnel option at the Alaska Junction in West Seattle.

I do not think that a tunnel should be considered only if Ballard receives a tunnel as well. One of the biggest attractions in West Seattle is the Alaska Junction, which would be forever impacted with an elevated track.

Having light rail in a tunnel at the junction would maintain the appearance of the junction.

Ideally, the station alignment will be north/south for future expansion south, and potentially north to Admiral/Alki.

I also prefer the route along Fauntleroy to disrupt as few homes as possible.

Thank you!

Communication ID: 344196

Name: Joshua Elfering

Comment:

I am extremely opposed to any options that result in a Ballard station at 14th Ave. and Market Street. This is far too close to hundreds of private residences and would destroy the property values of those in the immediate area. The increase in local street traffic will result in increased property damage, theft, loitering, and vagrants in a residential neighborhood that is more family oriented than the nearby Ballard core. Parking on secondary streets would become impossible for those current residents that are already dealing with the increase in housing with no parking options due to those driving to the station to commute into downtown. The bridge and tunnel options along 14th are considerably more expensive to build across the cut with little benefit to options alongside 15th. The option of a transit station at 14th also does not make sense for future northerly extensions into an even more densely populated neighborhood of private residences and the newly created Gemenskap Park. The 15th Ave option is the cheapest, relies on a thoroughfare closer to Ballard businesses, and is closer to transit oriented development projects with little impact to private residences.

Communication ID: 344197

Name: Ian Babbitt

Comment:

Hello, I much prefer the underground option for the Alaska Junction station, even if it takes longer to build and/or costs more money.

I believe an elevated station in the Alaska Junction will destroy the character of this vibrant business district.

Is it possible to eliminate the Avalon Station, since it is so close the Junction station? I understand that Avalon and the Alaska Junction station would be the closest together of any two Link Light Rail stations. The Avalon station seems redundant.

Perhaps eliminating the Avalon station will save enough time/money to make up for an underground station in the Alaska Junction.

Also, if the Avalon station is eliminated, could an undergound station be moved from the Alaska Junction to the Faounleroy Triangle area (where LA Fitness and Trader Joes are)? This would preserve the integrity of the Alaska Junction business district, while shortening the tunneling distance.

Also, none of the materials I have seen at three public meetings show renderings of West Seattle underground stations. Why is that?

Thank you very much for your time and consideration.

Ian

Communication ID: 344198

Name: Brian Hoey

Comment:

A station on 15th seems vastly preferable to one on 14th. If the goal of a light rail stop in Ballard is to make it easier for people to get to and from Ballard, then easy access to shops and restaurants in central Ballard should be a priority.

As far as bridge vs. tunnel: a moveable bridge seems like it would cause unnecessary delays for commuters (just like the Ballard bridge already does for car commuters), but consider how tenuous the funding for this project always seems to be, the cheaper option might be the lesser of two evils.

Communication ID: 344200

Name: Anonymous

Comment:

West Seattle prefers a Tunnel - Why is this feedback being ignores. EIS should review Tunnel option preferred. Lose the Avalon Station to pay for Tunnel. Stop at the Triangle or Alki Lumber or Totem park. Stay out of Alaska Junction. Tunnel through Pigeon Point, golf course and over to a Fauntleroy Tunnel station instead.

It takes as long as it takes - to get it right. This is a high density community thanks to Seattle City counsels lack of restraint on over development. We do not want a street option. We do not want an elevated option. We do not want our neighborhood bisected and divided by commuting options for a privledged few. We do not want housing compromised for a miniority that would commute on a train.

Communication ID: 344201

Name: Angeli-Ann Kim

Comment:

In regards to the Ballard light rail, please put the tunnel or stop at 14th Avenue. 15th Avenue is so busy and cannot lose a single lane to the light rail. Also, there's a ton of foot traffic already. 14th Avenue is primarily industrial and can take whatever foot traffic might occur in relation to a new light rail stop. If you put it at 15th avenue, it will make that market intersection unbearable.

Communication ID: 344203

Name: Collin Hinshaw

Comment:

Hello,

I share many concerns with my neighbors in West Seattle that we are being short sided in not aggressively pursuing a tunnel for long term, generational planning.

I am concerned that when we go to expand south (towards where we live in Highland Park) that the current proposals don't address WHERE it will go south in the future. If these tracks are elevated, we will continue to have to demolish more homes along the way, creating a whole new set of problems for future generations. I feel the elevated stations feel like they are treating these stations as the end of the line, rather than a spot along something that will grow over time.

I feel like the options presented are almost done in a way that are trying to DISCOURGAGE any tunnel options. I totally understand the increase in price, but the proposed $700m additional is just a tiny fraction of the total budget. It is well worth the increase in time and upfront cost, but as our city grows, people are moving south, and areas such as White Center are already underserved by transit.

We will need the space above ground for dense housing, not elevated tracks. I may not live to see the impact of my voice and vote, but I hope you re-evaluate elevated tracks in West Seattle and consider tunneling, especially as it relates to expansion south.

Thank you,

Collin Hinshaw

Communication ID: 344206

Name: David Obuck

Comment:

I feel that this transit project is really needed in West Seattle and the Alaska Junction. However, I believe for cost and timeline reasons that the best option is to go with the Elevated station at 41st/Alaska (east-west orientation). While the east-west orientation does add some complexity in expansion, it is certainly not insurmountable. Also, the impact on businesses seems minimal beyond the build out period. Let's get this done and within the current expected budget and timelines!

Communication ID: 344208

Name: Carrie Wood

Comment:

Hello - We should have a tunnel in West Seattle. it is a thriving community with a lot of community events held in the town square - Alaska & California. A station that ends that far into the junction will take away from our community. If no tunnel is possible, the alternative elevated station, which ends further away from the junction (40th & Alaska) is much preferred. It preserves the junction's character for future generations.

Communication ID: 344209

Name: Robert Wood

Comment:

As a West Seattle resident I would prefer that the light rail be provided via a tunnel. This would be the least disruptive in the long term and would protect the junction for future generations. Finally, if a non-tunnel option is to be used I am not in favor of the representative alignment plan as i am not in favor of the light-rail literally IN the junction.

Communication ID: 344210

Name: John Douthwaite

Comment:

re - Light rail in West Seattle. Please do not build an above ground rail track in our neighborhoods! A much better and more resident friendly option is a tunnel. Capital Hill had a tunnel built and West Seattle deserves the same. NO above ground rail, it will destroy the quality of life in our lovely West Seattle neighborhoods on 41st, 42nd or 44th SW. TUNNEL YES.

Communication ID: 344212

Name: Sarah Ditty

Comment:

I do not want the west seattle light rail to be above ground! It will negatively impact the neighborhood. I completely support the light rail and believe it should be a tunnel, just like Capitol Hill, Beacon Hill and the U District.

Communication ID: 344215

Name: Anne Baisch

Comment:

If Sound Transit brings the trains to West Seattle, the only acceptable route is via the tunnel. The elevated route will destroy neighborhoods. The initial cost is higher, but the lifetime of the service justifies it. It does not make sense to have the huge and tall columns taking up so much space.

Communication ID: 344216

Name: Lisa Riebe

Comment:

I am writing to express my frustration and concern about the possibility of elevated trains running through West Seattle.

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong.... With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis,

taking blocks of transit-oriented affordable housing that could be developed off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced

home values),

increasing noise near residences, and

removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier. It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. PUT THE LIGHT RAIL UNDERGROUND IN WEST SEATTLE. “YES” for tunnel!! Please commit to our community of West Seattle to make this a reality.

Communication ID: 344217

Name: Tim Washburn

Comment:

I have reviewed the three plans and think the tunnel is the best long range solution for the city as it expands outward from the center. Alternatively I would recommend the route that avoids 15th Ave W. We should always try to add

capacity to what we have. Running elevated rail down 15th will reduce roadway capacity and we have to stop choosing these alternatives. The scale of the Northgate elevated track gives us an idea of how massive that structure will be and would be a visual blight as well as diminishing existing capacity.

Thank you

Communication ID: 344218

Name: Jack Whisner

Comment:

ST3,

Given the very great disruption to construct the alignment and station beneath either 4th or 5th avenues South and the longer transfer times if deep alignment and stations are used, please consider a shallow alignment under 6th Avenue South. That would still provide relatively short transfer walks with IDS. The construction impacts of using either 4th or 5th avenues South would be great. The former carries much traffic and transit; the latter carries transit, including the access to and from Atlantic Base and it electric trolley bus overhead. One of the CBD alignments is under 6th Avenue, so it could match up well enough.

Thank you for considering this note.

Communication ID: 344221

Name: Carolyn Mattern

Comment:

Hello,

I have just read the summary of comments about the light rail extension to West Seattle. While it is of interest where stations might be placed, I believe the biggest issue is whether there will be overhead rails or a tunnel. While the tunnel is the more expensive option, it is the most desirable and we should consider neighborhood impacts from visual clutter and noise.

We should also consider the advantages a tunnel offers in terms of safety during an earthquake. I may have missed this discussion on your website, but have not seen it addressed in my reading on your site. It is ironic that we have just spend billions of dollars to eliminate an overhead highway and replace it with a tunnel. This was in part due to the seismic damage this roadway suffered, and during the debates the tunnel was described as being safer during an earthquake.

I appreciate the opportunity to comment.

Communication ID: 344222

Name: Royce Bixby

Comment:

Representative Herbold and ST3 planners,

I have copied Joshua McNochols with KUOW who I met at the zoning meeting tonight.

During the recent MHA zoning process Representative Herbold stated that the zoning blocks around the station would not be significantly revised with HALA because STC3 had not confirmed a route for West Seattle. She said zoning would be revisited once the preferred alternative was selected.

The main point of this email follows:

STC Planners: Please consider providing recommendations around zoning at station locations in the Environmental Impact Study.

Lisa Herbold: When is the city planning to revisit zoning at West Seattle to ensure the neighborhoods and builders are able to successfully prepare for the rail when it arrives?

My home would be in shadow of the light rail stations above Avalon, and will not be a place where I can raise my children — considering the wind-blown dirt, noise and shade cast by the 50' tall station looming just south of my single family home.

Thank you for your thought and consideration.

Communication ID: 344223

Name: Anonymous

Comment:

I want to make sure that the environmental impact statement includes an extensive examination of traffic and pedestrian safety impacts from having two stations so close to each other in the junction area. Specifically the unique aspects of stations within blocks of each other within a dense urban Corredor that is the main entrance/exit of the whole WestSeattle community.

Communication ID: 344224

Name: Paul Dieter

Comment:

I want to make sure that the environmental impact statement includes an extensive examination of traffic and pedestrian safety impacts from having two stations so close to each other in the junction area. Specifically the unique

aspects of stations within blocks of each other within a dense urban Corredor that is the main entrance/exit of the whole WestSeattle community.

Communication ID: 344225

Name: Julie Bartlett

Comment:

the representative project seems like it's just fine without adding additional cost. I'd prefer to keep transit on 15th Ave. W where it is already. As you get closer to the train tracks things start to get sketchy, and I don't know that I'd feel safe waiting for transit there.

Communication ID: 344228

Name: Susan Farrow

Comment:

Please do NOT consider building any light rail west of California Ave.. The route should finish pointing south (not west) for future development options and should be around 41st. This is the area that has higher density living - not west of the junction that is primarily single family homes. Also, I support careful consideration regarding eliminating a station - perhaps one on Delridge, around Avalon and then the Junction is sufficient. 4 total are not needed, but 3 would be good. Use the saved money to try to tunnel under the Junction. Thank you!

Communication ID: 344232

Name: Eric Bloomfield

Comment:

I cross 15th Avenue NW every morning to reach my bus. That E/W crossing is not pedestrian friendly at all. If the station is built on 14th, almost all users of that station willl have to cross 15th to access amenties or housing. I urge you to either locate the station on 15th or ensure a 14th avenue station has easy, accessible access to the west side of 15th. This is important not only for user convenience, but also pedestrian safety.

Communication ID: 344238

Name: Melinda Walker

Comment:

I favor the segmented high-level fixed bridge. I know it will be high and have dramatic visual impact, but I think some of that could be mitigated by making the bridge artistically interesting. [illegible] the Ballard [illegible] it could be painted artistically, colorwise or with design e.g. painted to represent a [illegible] aka Fremont-style. It could be a tourist attraction if done well with art or [illegible]. I don't favor the tunnel due to the expense of tunneling and my concern about surviving an earthquake in a tunnel (being able to get out)

Communication ID: 344240

Name: Anonymous

Comment:

For Ballard, [illegible] bridge of 14th, but I understand the difficulties w/impacts + scale. Mmmm.... Would ike to see the bridge, if we go that way somehow be "iconic" and a future atrraction to draw visitors.

The views from a bridge would partially mitigate the loss of views from the Viaduct :(

Don't like traveling underground.

Thanks,

30+ yr. Ballard resident

Communication ID: 344245

Name: Marcy Miller

Comment:

["Hi my name is Marcy Miller. I live in West Seattle at 4051 32nd Avenue Southwest and I wanted to put in a comment of a strong support of the initial plan for the the light rail to do the tunnel option in West Seattle. Especially looking at the difference of the tunnel option that you found funds for for North East Seattle versus Southeast Seattle. I have a strong concern about what an elevated will do to noise, property values, and overall feel in West Seattle so I wanted to register a strong support for the tunnel option. Should you need to connect with me for any other information my telephone number is 206-949-5156 and overall just an appreciation I feel like all of the communication outreach to community, looking for feedback has been very well done. I am unable to attend your open houses but I appreciate all the information about it and the opportunity to comment even if one can't attend an open house. Alright thank you so much."]

Communication ID: 344247

Name: Michael Seely

Comment:

Just wanted to drop everyone a note to voice my support for the Sound Transit tunnel option in West Seattle, which would spare a multitude of residences in a vibrant neighborhood from certain demolition. Seems like a no-brainer to me that a tunnel would make a lot more sense than displacing hundreds of families and bringing a negative sonic and aesthetic impact to the area. Granted, I'm all for elevated rail when there's no other option, but there's another option here--a tunnel--that's been implemented effectively elsewhere on the line.

West Seattleites are being asked to show an extraordinary amount of patience when it comes to finally getting light rail. The least Sound Transit and other interested parties can do is to deliver it in a way that enhances peoples' lives rather than ruining them.

Communication ID: 344258

Name: Kandie Jennings

Comment:

-We need a tunnel. The Fauntleroy Blvd. project was started as a beautification project that the tunnel would support this where an elevated track would be an eye sore.

-As properties are acquired it should be required to tell business owners and property owners at the same time about whats happening not just property owners. The system is not transparent if you only tell property owners.

-I would like to see the purple line reconsidered however if the only options are these I prefer the blue and gold lines ending on 42nd Ave. 42nd Ave is set to be a [illegible] (sorry for the spelling) supporting the beautificating/W.S.

-I prefer the Avalon stops of the yellow line. It would cause less disruption at the entry to and from the W.S. Bridge.

Communication ID: 344261

Name: Christopher Mason

Comment:

Highly prefer ST3 Representative project or 2nd tunnel w/ station @ 44th and Alaska. ST3 has fewer residential impact but tunnels have even less. The environment of West Seattle should not be destroyed by running a light rail over our homes people have worked hard to own. Please don’t destroy our investment and retirement source.

Please realize the lesser impact of the tunnel options or the ST3 option.

Please don’t create an elevated monstrosity – while we are at the same time demolishing the ugly viaduct – why would we want something similar in our own neighborhood? Thanks

Communication ID: 344262

Name: Steve Richmond

Comment:

If we proceed with light rail, please account for the cost of displacement of property owners, which if taken into account will make the underground tunnel option relatively cheaper.

Communication ID: 344266

Name: Judy McAlpine

Comment:

Tunnel! I live on 41st Ave SW and I voted for the Sound Transit light rail – but down arterial streets. Fauntleroy, California, etc. I voted for a tunnel. If you create an elevated train down 41st Ave SW, it will displace century old homes. Families and generations of homes. I built a backyard cottage in my backyard to care for my elderly mother, and my neighbors are building backyard cottages to care for elderly parents. An elevated train would destroy our homes and care for family. Do it right the 1st time! I realize the tunnel will cost more money but do it right the first time – TUNNEL ONLY!

Communication ID: 344268

Name: Mike Jacobs

Comment:

As a resident of West Seattle near the Alaska Junction, I ONLY support and encourage UNDERGROUND options for any proposed light rail stations and tracks.

Any proposed elevated light rail solution would ruin this vibrant community and contains zero sense. AND it is kind of ironic that we just began the process of removing one eyesore, the Viaduct, and seek to build another.

If any proposal moves forward, please make sure it is a future-proof below-ground solution.

Thanks.

Mike Jacobs

5052 41st AVE SW

Seattle, 98136

206-369-2206

Communication ID: 344272

Name: Nathan Riedel

Comment:

hi. my family has lived in ballard for 80+ years. my children are 4th generation in our family home. we love ballard. we like light rail.

we encourage the quickest and most affordable installation of light rail. I don't care about occasional draw bridge delays. Delays won't happen during rush hour (current policy with ballard car bridge). that works fine for us driving.

please build it!

Communication ID: 344273

Name: Carissa Coleman-Cooke

Comment:

Please DO NOT put an above ground train line running north/south.

Please do not take away and/or ruin some of our precious and limited neighbors close to the city!

Light rail will be great! Please do it right like in Cap Hill or Beacon. Thank you!

Communication ID: 344274

Name: Milton Horst

Comment:

I strongly encourage use of an underground station at the West Seattle Junction. In addition to being the retail, food and entertainment center of West Seattle, it is also a fast-growing, increasingly high-density residential neighborhood. An above-ground station would negatively affect the quality of life for these residents and business patrons both acoustically and visually. I realize that the additional cost for an underground solution is significant, but we must remember that our decision will have an impact on following generations for decades to come. A good example is the underground station on Beacon Hill, which provides an elegant solution with minimal impact for that neighborhood, which has a similar topography. I would also like to discourage placement of the station at 41st Avenue SW due to the added distance and steepness to reach California Avenue SW.

Communication ID: 344275

Name: Melissa

Comment:

Our family lives in West Seattle close to the proposed "yellow line" route (near Trader Joe's). This route would either result in our house being taken or our property value and quality of life significantly decreasing.

A tunnel or route that goes on 35th Ave or Fauntleroy would be much better for our community than one that goes straight through a quiet, family-friendly neighborhood. We are not looking forward to being forced to sell our house and

likely having to find new schools for our kids. I hope you will fully consider the history of the neighborhoods you are considering destroying (our house is 100 years old) and the many people whose lives will be greatly impacted if you choose to displace them. This decision will affect our neighborhood for generations to come, so I hope you will think about families like ours when you are making your decision. Thank you.

Communication ID: 344276

Name:

Comment:

I would really like to see the speed of these projects increased. With the KEY ARENA site chosen for the NHL (and possibly NBA) arena and parking so terrible there and streets narrow and busy, I really think we need light rail to Queen Anne / Ballard much much faster. West Seattle by 2030 is urgent too, but QA / Ballard should be attempted to be completed even sooner, perhaps 2025. Why can't we put more resources on the project and speed these up? The pace is painfully slow!

Communication ID: 344277

Name: Sheila Creel

Comment:

I currently use Metro daily to commute from West Seattle to downtown Seattle on route 21. I am a huge supporter of public transportation and voted in favor of ST3. However, I do not like either of the elevated options promoted for West Seattle. I would rather continue to improve bus options: dedicated lanes, more seating, etc. than build these elevated eye sores. I am originally from the SF Bay Area and have seen what elevated BART tracks do to a neighborhood.

I honestly am shocked that after all we now know about the decrease in livability and neighborhood destruction brought on by elevated transportation systems - that Sound Transit would only provide two bad options. And my husband and I disapprove of both.

Communication ID: 344278

Name:

Comment:

Avalon Station is redundant-

eliminate it, use the funds to tunnel.

Reduce the number of stations and tunnel the entire west seattle route.

Communication ID: 344279

Name: Grace Martinez

Comment:

We have lived on 41st Ave SW for 25 years and do not plan to move. We would vote on a tunnel.

Communication ID: 344281

Name: Cynthia Peterson

Comment:

I live on Capitol Hill and work in Ballard. I like the elevated routes.

Communication ID: 344282

Name: Nathan Machida

Comment:

Ballard: A fixed Ship Canal Crossing is the only acceptable option - a design flaw like a movable bridge would seriously compromise this bridge as a regional investment. Future Northward and Eastward lines will both use this crossing. A station location on 15th Ave NW is also preferred over a 14th Ave NW option to maximize the amount of Ballard Ave area that is in the walkshed of the new station.

Interbay: Thorndyke station entrances on Dravus and a Galer St Smith Cove location (to serve Expedia, the Cruise Terminal, and Magnolia better) are preferable.

LQA: A station closer to KeyArena would be preferable.

SLU: Maximize the distance of this station from the Denny station.

Denny: Maximize the distance of this station from the SLU and Westlake Stations. Plan for a northward tunnel expansion for the Fremont/Aurora corridor. Marginal cost of adding that junction now is small compared to adding it later.

Westlake: An appealing (not too small) and seamless connection to the existing transit tunnel at this station is paramount.

Midtown: Be sure to evaluate the ridership tradeoff of locating this station closer to First Hill vs the Central Library. There is a massive amount of transit demand on First Hill and it will only get more intense.

ID: Consider future High Speed Rail plans when evaluating this station location. Even with the business impacts, locating the station under 5th may be the better long term decision and would facilitate easier transfers to the current transit tunnel. Also consider designing the station to accommodate a wide underground mezzanine that could

eventually connect the new station, the existing station, and King Street Station without having to cross a street. First phase would be between the two ID stations.

SODO: Select an option that is at-grade through SODO with Holgate and Lander grade separations. Consider relocating the SODO station to be adjacent to Lander to facilitate access to the two sets of platforms. Also keep in mind stadium crush loads transferring at SODO and ID when making design decisions in this corridor. At the West Seattle curve, design the guideway to be compatible with southward expansion toward Georgetown and South Park - similar to in SLU, if you build the junction now, it's way easier to expand it later.

West Seattle: For Alaska Junction, consider an elevated alignment that steers clear of Alaska Junction. Elevated tracks are a good design choice for this segment of the line, but they should not be constructed within the urban commercial strip of California Ave. Consider an alignment that orients the tracks southward toward Burien, for future expansion. Of the currently presented options, the 41st Ave SW elevated option is the best, but even better would be an option that aligns with Fauntleroy Way SW. A six minute walk from there to Alaska Junction is perfectly acceptable. Do not build a tunnel in West Seattle - that funding is best used for the Ship Canal Crossing in Ballard, the North-South junctions I mentioned, and improving the transfer design environment for travel between the two main tunnels downtown.

Communication ID: 344283

Name: Anonymous

Comment:

To Whom It May Concern:

The Ballard tunnel is the preferred option with a station at 15th.

The two bridge options are undesired: (1) the 140' bridge will be very high - at least it is high enough so that it won't be stopping for maritime traffic - and will be an eye sore with a lot of elevated tracks throughout the area, (2) the movable bridge will have no advantage over a bus waiting for maritime traffic.

The station at 15th is much more desirable than a station at 14th. There are small businesses at 14th, but 15th is wider and has many larger businesses.

Communication ID: 344284

Name: Peter Maurer

Comment:

I prefer the 15th Ave NW configuration.

Communication ID: 344285

Name: Abby Rivers

Comment:

I support the tunnel to Ballard option, aligned under 15th. $350 million is nothing in the long term perspective of urban and industrial health. Bridges need constant repair too, especially when they get hit by ships. The example set by the Capitol Hill to UW tunnel is a great one. It works and did not alter the character of the neighborhoods. Ballard needs a similar solution.

Communication ID: 344286

Name: Thomas Van Pelt

Comment:

I am a Ballard resident and property owner. For the Salmon Bay Crossing and Ballard Station, my family strongly supports the Tunnel crossing/Tunnel station at 15th option. We realize the cost is higher, but this option has these advantages:

closer to center of urban village

*potentially better bus integration

*Avoids permanent in-water effects

*Avoids maritime business effects

*Greater property effects in Ballard

Seattle has one chance to do this right. We should spend the extra funds and get these lines built ASAP, with a tunnel as the Salmon Bay crossing.

Yours respectfully

Thomas Van Pelt

Communication ID: 344287

Name: Martin Talarico

Comment:

I prefer the tunnel option in West Seattle. I applaud you for your efforts.

Communication ID: 344288

Name: Anonymous

Comment:

Tunnel. Less conjestion.

Communication ID: 344289

Name: Lori Garlock

Comment:

I really think that the light rail should go under ground. It seems like our neighborhood will be destroyed by a noisy train overhead, and I'm not sure what I would do if I find out the line runs down my street. It seems like a nice neighborhood will be ruined. I hope that is not what happens.

Communication ID: 344290

Name: Kelsey Timmer

Comment:

I favor the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated option. It is lower cost, likely to get done sooner (do not need to figure out to pay for and then dig a tunnel), and would provide beautiful views of the sound, neighborhood, and port. I favor it over the ST3 representative project because I think the elevated structure is less intrusive-looking.

Communication ID: 344292

Name: Anonymous

Comment:

ST does not represent me. There is more to a neighborhood then people commuting to work. There are plenty of residents in WS that will never use this train. Displaceling 100's of people and destroying the neighbrohood to shove in a station and elevated or street level tracks in WS is shortsighted and does not evaluate the preferred WS option.

EIS needs to review WS preferred, well documented option.

Combine the Avalon and Junction stations at the Triangle as the underground terminus.

Communication ID: 344293

Name: Susan Verhaar

Comment:

The West Seattle extension should be a tunnel or not at all. An above ground extension is not acceptable and would negatively impact the home values not only in the path but in the surrounding areas due to unsightly infrastructure and noise. It will unjustly impact homeowners by degrading the value of the homes in proposed path and surrounding area.

Communication ID: 344295

Name: Bob Binford

Comment:

Extending access to alki and the north admiral neighborhood would be great.

Communication ID: 344296

Name: Keith Bacon

Comment:

We don't need the Avalon station. I've been to many of the neighborhood meetings and this reality comes up time and time again, no matter how hard ST and the Elected Leadership Group tries to dismiss or ignore it. Eliminate the Avalon station and use the savings to build a tunnel to the Junction. If there is a legal requirement to build a third station, build it further south down the line. The two elevated options will destroy too many homes and eliminate the unique character and views of the Junction. Please don't rip out the heart of West Seattle.

Communication ID: 344297

Name: John Walters

Comment:

I prefer the tunnel option into Ballard with a station entrance at 15th. The draw bridge option would be too slow with interrupted transit. The high bridge and elevated train would have too much environmental impact on the neighborhood.

I think 15th would be a better station location than 14th because it would be faster to transfer from the bus to the light rail.

Communication ID: 344302

Name: Richard Hacker

Comment:

The tunnel, preferably with an underground station, is the only acceptable option that will not be detrimental to the neighborhood. The elevated options will severely impact traffic and pedestrian flow, be a visual scar on the neighborhood, and be a noise issue.

Communication ID: 344303

Name: Jen Peel

Comment:

I prefer the tunnel option for the Ballard light rail. It will visually leave Ballard more intact and may have less of an impact on already congested traffic on 15th during construction. Once completed, the train noise will be more minimal if underground. My vote = tunnel!

Communication ID: 344308

Name: Kate Arsenault

Comment:

I attended the Ballard/Interbay neighborhood meeting on Feb 28, 2019. These comments posted here are in addition to the ones I left at the neighborhood meeting. If only one set of comments is allowed, please use this set as they are a more complete version of my thoughts on ST3 scoping.

Most of my comments will involve downtown, SLU, LQA, Interbay, and Ballard. While I realize that West Seattle is also included in the scoping, I do not know much about the West Seattle neighborhood or how the various options will affect that area.

I believe that ST3 route planning should optimize for ridership, minimum transit time between end points, and integration with bus, bike, and pedestrian access. Don't scope us into a corner by optimizing for car traffic. Cars will find another way to go. However, an inaccessible transit line does no one any good. We are spending billions of dollars. Let's make it the best it can be. Don't repeat the mistakes of First Hill/Capital Hill Streetcar which was compromised to death and serves neither First Hill nor Capital Hill very well.

2. ST3 must, at minimum, use a high fixed bridge going over the ship canal into Ballard. A movable draw bridge is unacceptable; it will choke rail and water traffic. A tunnel would be the preferred option, however costs may make a tunnel unobtainable.

3. Based on what I heard at the neighborhood planning meeting, I believe a station on 14th in Ballard will provide better integration with bus traffic and better use of existing right of way through Ballard. Though I have concerns about access

for those living west of 15th Ave, I believe that the heart of Ballard could be better served by a future line running from Ballard to UW.

4. I have reservations about placing a station at 17th/Thorndike rather than closer to 15th/Dravus. The 17th/Thorndike location is fairly un-walkeable from both the Magnolia and Queen Anne sides of Interbay. For either station location, Magnolia riders must cross over 20th Ave and the BNSF rail tracks to access the station. On the other hand, 15th Ave though Interbay is already fairly dense with apartment buildings and condos, and poorly served by bus. The only buses that serve the area run along 15th and 10th, which is the top of the hill. Why not decrease the walking distance for Queen Anne riders to increase rail usage from that side? In addition, the 17th/Thorndike location has little potential for upzoning around the station itself due to the proximity to parks and the BNSF rail tracks. A location closer to 15th would provide more opportunities for increased density.

5. Why is the Smith Cove station situated at Prospect Street? As a regular rider of the D Line, I can tell you that the stops past Galer St are little used. While I realize that Expedia is building a shiny new headquarters near Prospect St, I feel that serving one business that has the very real possibility of packing up and moving to Redmond before ST3 is complete is a very poor use of tax payer resources. In addition, there is little possibility of connecting a Prospect Street station to Upper Queen Anne due to the slope of the hill there and the green belt. Furthermore there is little chance of the area around Prospect St becoming more housing dense, again due to the green belt, hill slope, and BNSF rail tracks. I believe that the station should be more situated toward Galer St. A station at Galer St could provide better drop off points for bus routes coming from Magnolia & Queen Anne, better bike integration, better access to the cruise ship terminals, and better walking distance from the existing population center of Interbay. It also has the tantalizing opportunity of being perfectly situated to taking advantage of potential upzoning of the Seattle Armory. A Galer St station also provides adequate access for Expedia should they decide to stay. Overall a Galer St station just makes more sense.

6. Placing the SLU station at Harrison is really the only option that should be considered. The integration with 99 is so superior for the Harrison station that the other options would just be hampering ridership.

7. Westlake station should prioritize ease of transfer between link lines.

8. The midtown station should integrate access to First Hill. It should prioritize ease of entrance for pedestrians. I hope the station design also considers potential ease of access to 3rd Ave for transfer to bus routes.

Above all think about integration with bike, bus, and foot traffic. Its hard to tell from the scoping diagrams how each of these will be affected. I hope that future meetings will have better information about how Metro plans to route buses to and from the station options because its hard to make an informed choice off of vague ideas. I also feel that ST3 needs to push the city of Seattle for imput on such things as the Magnoila bridge routing as that could have a huge impact on station locations in Interbay.

Communication ID: 344313

Name: Anonymous

Comment:

EIS review for West Seattle should be for a Tunnel through Pigeon Point and the golf course up to the Totem Park where staion for the junction and Avalon can be combine , even if it crossed 35th to the triangle it would create a better

hub than tearing down property and forcing home owners out of the neighborhood with no replacment homes of equitable value.

West Seattle majority prefers a tunnel option, not to remove housing, one less station Avalon is redundant, or no rail at all is acceptable as well. Some things are not structurally feasible and safety as well as preserving the West Seattle neighborhood is most important.

Communication ID: 344319

Name: Ian Scott

Comment:

The station in Ballard should be on 15th it will serve the most People

The station in the International District should be cut and cover on fifth it will serve the most people.

The West Seattle station in the Junction should be oriented north and south for future expansion to Burien and White Center

The station on 6th in Downtown should be designed for future expansion down Madison to serve first hill

The station in SLU should be designed for Expansion down Aurora future planing could save tax payers billion of dollars in the future.

Please make decisions based on what is best for riders and a future expansion of the system. This region is expected to grow by 1.8 million people in the next 30 years. As the region densifys the decision will be more important as time moves on and making the best rider experience will draw the most people to the system.

Communication ID: 344320

Name: Paul Dieter

Comment:

Currently the alignment of the elevated alternative into the junction has two stations within a single 10 minute walk shed. I am unaware of anywhere else in the complete sound transit link light rail system of two stations so close together and this seems contrary to much of the criteria expressed in documentation.

I question the feasibility of making this extremely dense station alignment instead of a singular station between the two located on file or I question the feasibility of making this extremely dense station alignment instead of a singular station between the two located on Fauntleroy near 38th and Genesee. That would still be within a 10 minute walk shed of the Alaska Junction and areas on Avalon below the planed station. I understand the criteria to try and serve underserved communities and that the Avalon area does fall into this category but at what cost.

I would like to know what an elevated station costs? I wonder if reducing one station and shortening the line by several blocks through a dense residential neighborhood would not go a long way to offset the cost of burying the whole line. I suspect that many people in the neighborhood would gladly walk an extra block or two in the future to have the

Underground along with the station. In this proposed alignment the tail be on the station could go up to the Fauntleroy Alaska intersection and even turned slightly south if need be aligning for future expansion.

It appears to me that too much has been given up and too many of sound transit own criteria has been disrupted simply to have a station right in the Alaska Junction and oriented Southward. These are indeed alignments worth considering but no one in the community was given the opportunity to balance the cost to the neighborhood environment in comparison to two stations with less than 10 minutes walk in between them. Why experience in cities around the world with fine transit systems is that nowhere has stations so close together especially in a residential neighborhood.

I would like to see a thorough examination of a single station option located as described.

Thank you

Communication ID: 344321

Name: Paul Dieter

Comment:

I forgot to add to my comment on studying the reduction on a a station to include an extensive study of ways to augment the reduction through extensive (yet much less costly and disruptive) development of new first and last mile multi modal infrastructure.

Communication ID: 344322

Name: Paul Dieter

Comment:

I am concerned by a lack of transparency on how between phase 1, 2 and phase 3 alignments there was never any indication or discussion to my knowledge in public of moving the line from Oregon to Genesee. This realignment comes out of the blue only at the last minute and yet greatly impacts the neighborhood. ST3's criteria also states that they will try and keep the lines within urban village boundaries and up zoned communities. Placing the elevated line on Genesee brings it to the absolute edge of the previously up zoned community bringing it right up against establish single-family residences. I was never aware of any public explanation as to when and why this very intrusive realignment was made.

Communication ID: 344324

Name: Scott Caldwell

Comment:

We must have a tunnel into W. Seattle! Re-read your Jone Jacobs and her ideas on how to make/keep neighborhoods human-scaled and live-able. We have just torn down one viaduct beacause of safety, aesethetics and the way it

overshadowed a key part of the city. Don't replace that one with a new one!! Spend the money it takes. Maintain the character of W.S. that makes it so unique.

Tunnel Tunnel Tunnel

Communication ID: 344326

Name: Dylan Powers

Comment:

I feel like the LRT travel times are a little misleading in the alternatives report. I don't get why worst case delays that will happen daily, like when a movable bridge needs to be raised, aren't included in the travel time range. It would make quantitatively evaluating the affect that a movable bridge has on a route easier. At the moment I'm left having to guess at what the impact will be based upon my experience with the Ballard bridge. Based upon that, any route that includes a movable bridge is a no-go from me. We need to prioritize reliability and speed in order to have a light rail that, in the end, people will actually want to use over their cars. Otherwise there isn't much point to building it and we can stick with buses.

I'd also like to add that what makes the current UW and Cap Hill extensions so useful is that there is physically no faster way to get between those locations than the light rail. We need to replicate that success. What we don't want is to waste our money on a route like the Downtown to SeaTac route that's incredibly painful to ride because of how slow it is compared to a car.

Communication ID: 344329

Name: Thomas Berg

Comment:

As a Ballard resident who lives near the proposed terminal, I'm thrilled that Link service is extending to my neighborhood! My wife and I will use this service as our daily commute to/from SLU.

While I consider myself reasonably aware of transit design and traffic flow, by no means am I qualified to speak about the details of the tunnel vs elevated proposals. From a functional perspective, passengers care about service disruption, and I fear that another moveable bridge (draw- or otherwise) across Salmon Bay is sub-optimal in that regard. I strongly prefer either a tunnel or a taller, fixed bridge for the Bay crossing -- even if it means higher fares or taxes.

Regarding 14th vs 15th Ave NW: The solution to use 14th makes good sense from a land-use perspective. However, it adds an extra step for riders transferring to buses at 15th & Market. This option also significantly increases the amount of foot traffic crossing at 14th/Mkt instead of consolidating it with the existing pedestrian traffic at 15th/Mkt. Passengers will get to street level on the wrong side, even with proper signage directing people below ground. Traffic lights at both intersections operate independently today and would need to be coordinated.

Among the biggest indirect appeals of a 15th/Mkt terminal (whether above or below ground) is that it removes most foot traffic from that intersection. This is already needed today, so it's a welcome change.

Final consideration is about future extensions to the line. It's my understanding that many subway tunnel projects leave the tunneling machines buried underground once they're done because it's too expensive to remove them. Not sure if that applies here; for all I know, it might even be beneficial to a future northward extension (the machine's already in place!). Love to see plans for a later extension: Ballard > Zoo > Green Lake > U District > Bellevue. Or even a less-ambitious logical extension to Loyal Heights > North Beach > Greenwood > Northgate. I trust the STB will build the Ballard extension in a forward-looking manner.

If you made it this far, you have my thanks! I'd love to get more involved in this project. This is a big project that will pay dividends for residents across the metro area for decades to come. Let's identify the best solution for riders and the community as a whole and rally the necessary support to get it built.

Communication ID: 344335

Name: Luna Cottrell-Scott

Comment:

An above ground light rail in West Seattle would change the neighborhood feel that makes West Seattle a community instead of a group of people. Underground rail is the only option that would maintain the community that West Seattle has built and should be the only option being considered. If Ballard and the University district warrant a tunnel for light rail, then West Seattle should warrant it as well.

Communication ID: 344336

Name: Dylan McGuire

Comment:

West Seattle and Ballard Link Extensions should be underground. Traffic is already ridiculous so why add more congestion to the streets. Look to see how Tokyo and New York planned out their transportation.

Communication ID: 344340

Name: Lauren Lawler

Comment:

As a homeowner, taxpayer and utilizer of public transportation I want to offer my strong support for a tunneled route for the light rail route through west seattle, at least after its initial stop nearest to the California Junction. I am a member of the community through which the route plans to extend following this stop and in fact live on 41st, the street proposed for an elevated light rail route south. Not only would this option displace my family and hundreds of other people from our homes, but it would change the experience of this neighborhood for all those who are not displaced. I have a 1.5 year old son who I have every intention of raising to adulthood in this community that I have carefully chosen and invested in. I and my family have chosen this community for many reasons but in part for its walk-ability, including the

ability of children to safely walk to and from school in our residential neighborhood. The destruction of our homes and community by an elevated light rail plan is unacceptable to my family and our neighbors along 41st and our friends and family who live in on our adjacent streets. As someone who commutes to First Hill for work, and have for the last 3 years, I would be willing to wait ANY additional time it would take to pursue a more community-friendly tunneled route. I will gladly sit in traffic for an extra decade if I have to. If the financial cost is the main driver behind this unacceptable consideration of an elevated route, please seriously consider reducing the number of stops in West Seattle to achieve the cost savings necessary to pay for the more expensive underground route. My family, my neighbors, my son and his future siblings beg for a tunneled route. Their childhoods demand it.

Communication ID: 344342

Name: Kevin Swenson

Comment:

Range of alternatives

Character of West Seattle brought my family to the area, and an elevated track that runs through neighborhoods will significantly detract from the appearl of the area. I vastly prefer the tunnel option, with a final station at 42nd/Alaska. The tunnel preserves the homes of the very same riders that would stand to benefit from the light rail.

Topics to study in Environmental Impact Statement

Future impact (beyond West Seattle rail stations) on neighborhoods for an elevated track vs tunnel south of the north/south stations. Significant impacts expected for above ground option

Refined cost estmate that include additional residental home displacement vs cost of tunnel

Visual and audible impact of highly elevated tracks in residential neighborhoods, especially in Alaska Junction neighborhods

Communication ID: 344343

Name: Paul Cesmat

Comment:

Growth in the Alaska Junction and parking reductions is based on transit. The Junction station is very very important. It should not stop short of a station in the Junction. Parking reductions in the Junction need transit!

Communication ID: 344344

Name: Andrea Menin

Comment:

Please put transit UNDERGROUND, preferably on 42nd, in W. Sea.

Less noise above ground

Closer to businesses and residents

Closer to bus routes

I'm happy to pay higher taxes to do the right thing

Communication ID: 344346

Name: Lorraine Toly

Comment:

I have already written you, but, to repeat, we need a tunnel with underground stations at both Avalon and the Junction. (Delridge could use a tunnel also, but that seems to be off the table.)

Do it right the first time! The population is growing, esp. in the West Seattle core. We would be willing to pay more, if need be, we already pay for other things - and transportation improvements are on everyone's list of priorities.

Don't treat West Seattle like a second class area - just like Beacon Hill, Capitol Hill, etc. - we should have a tunnel.

Another comment - Sound Transit/Light Rail lobbied against the Monorail in part because it was an elevated system (albeit different technology). It would be ironic if we wound up with an elevated on our narrow city streets - just like the monorail would have been!

Communication ID: 344351

Name: Anita Curl

Comment:

The neighborhood planned to run the transit through is the home of many long time residents, home owners. I've spent time in that neighborhood enjoying every aspect of the community. It is a beautiful area. This transit will ruin90-100 homes. Tear down or leave for the occupants to be over run by the light rail. This is not a way to live. The homeless will be living under this light rail so safety and the beauty will be lost. Please do not build the light rail through the 38th-41st Alaska and further. It would be impossible for many of the families to relocate. The cost would be prohibitive. Underground or up Fauntleroy would be so much better. The businesses would have more foot traffic so more sales. Consider this request. It's too important to ignore.

Anita Curl

Communication ID: 344353

Name: Nathaniel Parker

Comment:

In review of the three options set forth I have the following comments:

We live at the north end of Pigeon Point on a dead end st. [Illegible] rezoning our neighborhood to L-1 the density has increased two-fold. I am, as well, concerned by the geological impact the red and yellow line will have on our hill, and the parking (rideshare) influx the two proposed [illegible] will impose.

Of the two above ground options I like the yellow lines southern location at Delridge. There is a larger density of residences that would benefit as well as more access points to the southern station via Genessee stairs at Youngstown and the utilization of the Youngstown elevated pedestrian ramp. The red line option at Delridge would have to accommodate all pedestrian overpass to deal with the heavy trucking of the steel mill.

Communication ID: 344354

Name: Betty Lau

Comment:

Use 4th Avenue alternative route.

Correct all associated signage and maps to reflect city ordinance 119297 name of Chinatown International District, the CID.

Thanks,

Betty Lau

Communication ID: 344355

Name: Jonathan Zegers

Comment:

The northern crossing of the West Seattle transit bridge would be nice but the money could be better spent in tunnels at West Seattle Junction. The transit oriented development at Delridge would be great in strengthening that area as a neighborhood mode. The extra high elevated guideway above Genesee is a concerning thing, as well as an elevated guideway cutting through the residential area between Avalon station and Alaska Junction. For these reasons I think the best option from Delridge station to the terminus is the tunnel option w/TOD at Delridge. The Avalon station in a below grade configuration is best and stradling Fauntleroy will help the station be pedestrian friendly. Thanks, keep up the good work.

Communication ID: 344356

Name: Brian Zumeta

Comment:

Hello,

I can't make it to either open house in person, but wanted to share my opposition to a tunnel to either West Seattle or Ballard, unless those two subareas would like to put up the money. The extra cost provides almost zero transit benefit, and the funds could be used on much more important priorities, namely, extending the line. In fact, I understand a tunnel may adversely impact future extension and the number of stations etc. The clear choice is elevated rail to West Seattle, and a high bridge (no opening) to Ballard.

Thanks,

Brian

Sent from my iPhone

Communication ID: 344357

Name: Jennifer Mason

Comment:

We have worked very hard to purchase our home. Hearing an elevated train above our home would be devastating. The noise and impact from construction would affect our livelyhood and our lives in general. West Seattle has historically been a happy, quaint "small town". Having an elevated light rail would be horrific for our little family who has worked so hard to live here. We would prefer a tunnel, or for the light rail to stop at 35th and Avalon.

Communication ID: 344358

Name: Alicia Cummings

Comment:

Hello -

I am sending a note on behalf of many of my friends and neighbors. Many of them found out just recently that their block(s) are now part of an option for elevated light rail up Genesse. I understand thatthis area would destroy the neighborhood.

We all love living in an urban area, and have supported all of the increases in zoning, as well as extension of transit. With that said, it shouldn't be at the expense of these families homes and theirlively hood. The siting for the track should preferably be underground—as it has been in many other Seattle neighborhoods.

Alternatively, if elevated is chosen, it should run up commercial, pre-existing right of way to prevent the amount of homes that would have to be taken as it would be such a burden on this thriving community.

Thank you for your consideration.

Alicia Cummings (West Seattle resident)

Communication ID: 344359

Name: Kandie Jennings

Comment:

I prefer the north side of the W.S. Bridge (blue)

Reevaluate providing parking for stations - we already have parking issues this will make it worse.

Consider blue or gold lines turning at the bowling alley area than continue up Fauntleroy. It would provide better opportunity to continue south in the future.

What are the traffic impcts of light rail on Fauntleroy? It's the main road in and out of W.S.!

Communication ID: 344360

Name: Brandon Smith

Comment:

Hello,

I have a comment to the Avalon Station. I live right nearby and am very familiar with the best walking routes. The crossing of Fauntleroy in this location is very difficult and you have to cross 3 streets instead of one due to the setup of the pedestrian walkways. To make this station efficient for the neighborhood residents I would propose a pedestrian bridge at this location. While there is one further to the north it would be way too far out of the way to be an efficient route for this station. Please find my suggestion sketch below. The red indicates the current pedestrian path and the green the proposed pedestrian bridge. Looking forward to riding the these trains in the future!

[image attached]

I should also add that I shared my feedback with my neighbors on Nextdoor and attached my sketch. So you may find that others submit similar feedback and borrow it.

Best Regards,

Communication ID: 344361

Name: Randy Smith

Comment:

The only viable option is a tunnel. The elevated options would absolutely slash the West Seattle junction in half, with a towering track through single family neighborhoods. The number of houses and buildings that will need to be condemned, and the litigation over the condemnations will raise the cost and timelines significantly. By having the station end on 41st Ave, and continue south to Burien, you are effecting bulldozing homes, creating a new boulevard, destroying and deplacing 100's of families at a time the city is trying to increase housing stock,

Tunnel would have the vigorous support of the neighborhood, will keep the neighborhood intact, and would be the least contentious option. the tunnel will increase home values, not decrease, which will increase tax revenue in the area.

Communication ID: 344362

Name: Cristin Burris

Comment:

For West Seattle, I prefer the blue West Seattle tunnel option. I get that it's more expensive but given the high property value of homes in these neighborhoods it's worth it to invest the money to do it right. The tunnels will have less impact on homes and businesses and the route avoids environmental concerns. This is our one time to get it right.

Communication ID: 344364

Name: Ryan Alger

Comment:

Hi, I was a little surprised to hear from my neighbors the other day of the planned above ground tunnel coming down 41st ave SW just the other day, March 10 2019, and not from either the county, city or any other public entity. As a resident of the proposed route I feel left out. I/we moved here 8 years ago to obtain the walkability of this neighborhood. Over those last eight years we have seen many new residents move close and call this home, including many of my son's friends. It would be a shame to annihilate the homes here and disperse what we has become a great neighborhood for us and others. We appreciate our neighborhood as an easy place to live in a very busy city as do many of our working class neighbors and their children.

It also has come to my attention that every other neighborhood in Seattle requesting an underground station and tunnel option in a residential setting has received it. I find it hard to believe that West Seattle doesn't deserve the same.

Communication ID: 344379

Name: Sandra Obuck

Comment:

Why not run the line through the parking lot in back of Key Bank, Husky Deli etc? Then bring it back to run along California Ave. You would probably have to remove the 7-11 and Uptown Espresso, but this is far better than forcing many people out of their homes or worse yet making their homes nearly worthless because we now have a light rail train in our backyards. If you must have a north/south option it should run down 35th, Fauntleroy or California, NOT on primarily residential streets.

Communication ID: 344380

Name: Michelle Braasch

Comment:

We already having housing issues in Seattle and now there is potential planning for displacing a large number of homes and devaluating property of others - all for an elevated transit. This makes no sense. It is short-sited.

Seattle has always been behind the transit eight ball. With such a large project cost, make sure you do it right for the future generations and for today's residents - go with a tunnel. Why would West Seattle not get a tunnel and all areas do?

Why vote for the TUNNEL?

To preserve the outdoor landscape Seattle is loved for

Improve traffic through a conscious effort of all variables

Keep families in their homes especially when housing is an issue

Let the residents/voters feel like they had a say

Do it right for future generations.

Communication ID: 344381

Name: Codrin Nedita

Comment:

The current versions for this public transportation project do not serve well the High Point Community, Seattle Housing Authority's largest family community. The point of redeveloping this area was to re-connect it with the rest of West Seattle not marginalizing it. You didn't even put the posters requesting public feedback for the Light Rail project in the

High Point neighborhood. Just because this is a low-income neighborhood it doesn't mean that it doesn't have a voice and an interest in the future of public transportation in Seattle.

Instead of providing access to a modern and reliable public transportation system for these approximately 700 very low & low income households in High Point, you choose to expand the light rail towards the wealthier communities in Alaska Junction. The Avalon station is already close to Alaska Junction and it can serve those passengers.

Expand the Light Rail from Avalon towards High Point, Stewart Manor, Longfellow Creek, Westwood Heights and White Center, along the 35th Ave SW. This would be convenient for both Delridge Way SW and California Ave passengers and would connect low income communities managed by Seattle Housing Authority with the rest of Seattle.

This areas have the best potential for growth and will quickly densify in the coming years, increasing the demand for public transportation.

I hope you will have in mind the well being of low income communities and the long term development of West Seattle when you choose the final project.

Thank you,

Codrin Nedita

Communication ID: 344383

Name: David Conway

Comment:

I strongly support the tunnel option. I understand the there is a significant cost difference but it is short sighted to build elevated structures when there is a feasible tunnel option. Thanks for considering.

Communication ID: 344387

Name: Anonymous

Comment:

West Seattle does not want an elevated or surface rail as the standard that is set for any development in this community. Do not remove housing. EIS should review a tunnel option, as the preferred route through pigeon point adn the golf course to the triangle. Eliminate the Avalon Station or move to Alki Lumber.

West Seattle would elect to be exempot from light rail if forced to an above goround option. It's time to focus ST effort on how to make a tunnel option viable. Absolutley and overwhelming West Seattle prefers a Tunnel and has been saying this for at least the pst nine months. It's time for ST to listen and act on this preference.

Communication ID: 344389

Name: Nathan Murdock

Comment:

I just read an article on WS Blog saying the "Purple Line" tunnel through Pigeon Point could still be viable with enough comments. Please count this comment in support of the Purple Line alignment. It has the best long term viability and least overall negative impact to the neighborhoods. Also, consider reducing the number of stations. Three stations all within walking distance of each other seems unnecessary.

Communication ID: 344390

Name: Anonymous

Comment:

Elected officials endorsed using tunnels to expand light rail into West Seattle five months ago. A majority of West Seattle prefers a tunnel under the Stadium to the triangle or totem park. Eliminate the Avalon station and study a tunnel option as clearly preferred. It is not necessary to go to Alaska & California intersection stop near Fauntleroy. West Seattle would rather wait for what it wants or have no light rail. ST needs to start making efforts to review what West Seattle wants. EIS to study a Tunnel option, ST3 to make effort and task to find the path forward that pursues a Tunnel or cut your losses and get out of west seattle.

Communication ID: 344391

Name: Anonymous

Comment:

West Seattle neighborhoods are opposed to an elevated or surface rail and opposed to the purchase and dislocation of resident homes, for a transportation plan that does not provide any more transportation to those who are not served now such as the Delridge community. This cost is not worth it. Neighborhood representatives and elected officials and residents made it clear they want the EIS to study a tunnel option and not take down houses, not go to the Alaska junction and could move or forego the Avalon station to reassign funds. WS does not want the sound transit 'check the box' option and we do not want out money spent for sound transit preferences. if you want a traffic czar decision then you cannot use my money to build it.

Communication ID: 344392

Name: Kathleen Groshong

Comment:

A delridge station is my highest priority to serve the neighborhood. What is the plan for parking? Parking is also important. Increasing Bus Route 125 from 16th SW to Delridge Way is also a must for those of us in the Puget Ridge/Highland Park neighborhoods.

Communication ID: 344393

Name: Anonymous

Comment:

West Seattle has a Stakeholder Advisory Group to inform the Elected Leadership Group to provide direct feedback to ST and all input has proven a majority of WS wants a tunnel option in the EIS. And it has been suggested repeatedly ad nauseum that Avalon station is redundant adn that a tunney to the Triangle past the stadim is adequate and this would mena not tearing uup the alaska junction. These options were submitted as potential cost efficiencies. It is time for ST to work on these preferences of the community. Define how to implement the preferred Tunnel. Much conversation and meetings have captured the disposition that West Seattle will wait for the tunnel option it prefers and not be rushed into brash decisions. No one in the West seattle community wants homes removed or a surface or elvated rail. Find another option to provide more service to Delridge and White center, So not deface West Seattle with unwanted rail optiosn becasue ST is in a rush.

Communication ID: 344394

Name: Anonymous

Comment:

In West Seattle, go further south on Delridge, tunnel across the golf course past the staduim to the triangle and stop. Fewer stations cost less, remove Avalon stop. Do not bisect the alaska junction with a rail. it is not neccessary to have a train from everyones front door to their office chair so a limited few can have a cheap and easy commute at the exspense of every tax payer. Make a tunnel, take the time required to not destroy the neighborhood you have taken money from, do not tear out housing. WS wants a tunnel and wants more service to Delridge.

Communication ID: 344395

Name: Pete Delaat

Comment:

The Elevated Light Rail Alignment in West Seattle is a Really Bad Idea

After attending the February 27th Open House in West Seattle, it became evident to myself as well as apparently so many others in attendance that the elevated option into the Alaska Junction area of West Seattle is a really bad idea. How many homes in our mostly residential neighborhood would be destroyed in order to route the line to the Alaska Junction terminal? And how many additional homes would be destroyed if/when an elevated alignment were to be extended southward from an elevated Alaska Junction station? I can't even imagine an elevated terminal located in the Alaska Junction the size and scale of the nearly completed terminal at Northgate. Such a terminal would be totally out of scale with anything else in the Alaska Junction.

As lifetime resident and King County Executive Dow Constantine has stated, the addition of light rail to the West Seattle neighborhood is a hundred year project in that whatever we do now is going to affect our neighborhood for a very long time. Really bad ideas just won't cut it in the long term. It is incumbent on Sound Transit to get it right, whatever the cost.

Communication ID: 344396

Name: Pete Delaat

Comment:

The Elevated Light Rail Alignment in West Seattle is a Really Bad Idea

After attending the February 27th Open House in West Seattle, it became evident to myself as well as apparently so many others in attendance that the elevated option into the Alaska Junction area of West Seattle is a really bad idea. What's going to happen if/when Sound Transit decides at some point in the future to extend the elevated West Seattle extension southbound beyond the Alaska Junction terminal? With the elevated station's north/south alignment, it would appear that the ONLY optional at that point would be to site it down 41st Avenue SW right through an existing mostly residential neighborhood. Countless homes would be destroyed. The remaining homes located along the route would be forever disrupted by noise and the unsightly, totally out of scale elevated tracks bisecting what today is a desirable neighborhood to live in.

As lifetime resident and King County Executive Dow Constantine has stated, the addition of light rail to the West Seattle neighborhood is a hundred year project in that whatever we do now is going to affect our neighborhood for a very long time. Really bad ideas just won't cut it in the long term. It is incumbent on Sound Transit to get it right, whatever the cost.

Communication ID: 344397

Name: Emily Smith

Comment:

Hi,

I'm a West Seattle resident and feel strongly that a tunnel is the only option for our neighborhood. While it costs more upfront, it is the right decision in the long term. An elevated track is obtrusive, noisy, bad for property values, and displaces residents. A tunnel is a much better fit for our residential community. We will still be using our light rail 100 years from now; we don't want to replicate Chicago's mistake.

Communication ID: 344398

Name: Pete Delaat

Comment:

The Tunnel Light Rail Options in West Seattle are a Really Good Idea

After attending the February 27th Open House in West Seattle, it became obvious to myself as well as apparently many others in attendance that any one of the three variations of the tunnel option into the Alaska Junction area of West Seattle are a really good idea. Very few (if any) homes in our mostly residential neighborhood would be destroyed in order to route the line to Alaska Junction terminal. A below grade terminal would provide welcome access to this much needed and desirable mode of public transportation. And if/when Sound Transit decides at some point in the future to extend southbound beyond the Alaska Junction terminal continuing as a tunnel, such a configuration would go a long way toward preserving to the appeal of the existing surrounding neighborhood. After all, its desirable neighborhoods like West Seattle that help make Seattle as such a special place to live, aren't they?

As lifetime resident and avid supporter of the tunnel option into West Seattle, King County Executive Dow Constantine has stated that the addition of light rail to the West Seattle neighborhood is a hundred year project in that whatever we do now is going to affect our neighborhood for a very long time. Really bad ideas like an elevated alignment just won't cut it in the long term. It is incumbent on Sound Transit to do whatever it takes to get it right, whatever the cost.

Communication ID: 344399

Name: Emily Wingfield

Comment:

I attended a meeting for residents of the Delridge area about route planning in that area and had the opportunity to talk to some of the property acquisition staff about that process. I live on the east side of 42nd Avenue near Brandon. Any future extension of an elevated light rail going south down 41st Avenue to Burien from the Alaska Junction would be in the backyard of my home.

Our neighborhood is well maintained single family homes, with a strong sense of community and many longtime residents. An elevated track stretching for a mile down to the Morgan Junction would completely destroy not only the homes on 41st but the home values of the homes on either side. This would be due to the visual of tracks themselves, the constant noise of the trains, the division of a very walkable neighborhood, and the crime that is common in Seattle under elevated structures like freeway overpasses. In addition, tearing down a mile of houses on 41st from Alaska to Morgan to make way for an elevated structure would lose hundreds of units of housing.

At the Delridge meeting some of the speeches mentioned transit as something that builds community. An elevated light rail south of the Junction to Burien would destroy a community that already exists and is thriving. Just as the Proposed Rapid ride H Line down Delridge could connect to a future Delridge station, the Rapid Ride C line could be the connection from the southern part of West Seattle and even Burien to a train station in the Alaska Junction.

Thanks for your consideration.

Communication ID: 344400

Name: Jerry Simmons

Comment:

Hello,

I have a real big concern with the city changing things up drastically with the original light rail plans. I was born and raised in West Seattle and have worked real hard to insure that I could stay in WS and purchase a home. I have lived in my home for over twenty years. I have poured my heart a sole into my house and have extensively remodeled it so I and my wife could have a nice house to raise our kids in. We also did this to help secure our future in the event we had to sell for any unforeseen hardships or to help out in are golden years. You know investment! Now it appears that the city may wipe this all out. My wife and I stand to lose everything that we had worked hard for. If you choose the elevated option it will cost WS residents dearly! In addition WS will lose as well. I'm already fed up with what the city has already allowed to happen with all of the Huge apartments current and upcoming as well. No accountability on parking and limited access in and out of WS. I beg you not to slap WS in the face with an elevated eyesore. Please do the right thing and build a tunnel and preserve the WS neighborhood and keep us in our homes and preserve our investments and community! If you can build tunnels elsewhere then you most certainly should treat WS to one. I definitely support light rail if done right and will use it as well.

BUILD A TUNNEL!!

Communication ID: 344401

Name: Sydney Mild

Comment:

I, like just about all of my neighbors, would prefer the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel option. If an elevated option must happen, then I would implore the board to consider options that follow existing roadways instead of carving up residential neighborhoods.

In the strongest terms, I oppose the yellow line (West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated Alternative) option. This line would reduce green spaces, displace families by eliminating housing, and create noise pollution. Many of the homes in my neighborhood are more than a hundred years old. Rather than adding to the community, the yellow elevated line would destroy the history of the community. I also wonder if putting elevated lines so close to existing elementary (Holy Rosary School), middle (St Christopher Academy), and high schools (Seattle Lutheran) poses any concerns related to noise pollution, air pollution, and potential encampments.

Although I would be personally impacted by the elevated lines near the Junction, my friends who live in Delridge have similar concerns for their own neighborhoods. I saw an option for a Yancy (pink) line at some point. By relocating the station in that option, you could add convenience while also re-routing the line in a way that would encourage new opportunity and development in new, non-residential areas in Delridge. Again, if this line then dips below ground, all the better.

Ultimately, I hope the board will consider sustainable options that will benefit future generations. It might be expensive to go underground, but in the long-run, it's a worthy investment because it creates opportunity without damaging the community it serves.

Communication ID: 344402

Name: Sydney Mild

Comment:

I, like just about all of my neighbors, would prefer the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel option. If an elevated option must happen, then I would implore the board to consider options that follow existing roadways instead of carving up residential neighborhoods.

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Ultimately, I hope the board will consider sustainable options that will benefit future generations. It might be expensive to go underground, but in the long-run, it's a worthy investment because it creates opportunity without damaging the community it serves.

Communication ID: 344403

Name: Allen Chen

Comment:

The purple alternative is truly the only viable plan. The disruption and displacement of an already limited land should not be further reduced by a high track. Further more the future costs of expansion will be higher due to even more home and business displacement.

This is a once in a lifetime endeavor and we must not hastily execute it at the expense of our future. Please support the purple tunnel alternative

Communication ID: 344404

Name: Jon Reilly

Comment:

I live at 4053 23rd ave SW 98106 on Pigeon Ridge West Seattle

Why not tunnel under like you plan to do on Queenanne, and you did for North Seattle?

What happened to the PURPLE line with a tunnel and a station at Genesee and Delridge?

The other options look like a land grab of a working poor neighborhood!

We all want light rail but not at the expense off my neighbors!

Put it underground!

Communication ID: 344405

Name: Talia Thepvongsa

Comment:

Propose revisiting the tunnel under pigeon point and a route that goes on Andover. This prevents the need to displace families (my family being one of them) and is still positioned in an area that is only one to two blocks away. I live on 26th Ave SW and love the diversity of our neighborhood and am actively involved in the neighborhood. We are densely populated with people of varying incomes and running this through 25th/26th then on Genesee will have a huge impact. Andover provides a better space for those who will be traveling to catch sound transit to drop off cars etc too. It is easily walkable from the neighborhood streets and I would definitely commute this way with route change.

Communication ID: 344406

Name: Steve Henderson

Comment:

My comments are primarily in regards to the Junction station.

The ST Representative plan to have an elevated East - West track and station bisecting the urban center of West Seattle should be a non-starter and removed from consideration. It would ruin the neighborhood.

The best option in my opinion would be an underground station just East of the junction. Ideally in an North-South orientation to allow for future expansion to the south. Given the location of the Avalon station the Junction Station should be as far West as feasible.

Communication ID: 344409

Name: Kathryn Evans

Comment:

I would request you put the purple line tunnel option back onto the table. I find it very frustrating that the tunnel option which will have the least impact on my neighborhood of Pigeon Point was summarily taken out of consideration. As a tax payer I am very disheartened to see our elected officials pursue options which will so substantially and detrimentally impact our neighborhoods indefinitely without taking into consideration the substantial support the purple line has from the local community. Given the above, I would strongly urge the committee to bring back the purple line.

Communication ID: 344410

Name: Tonia Wells

Comment:

The route that tunneled under Pigeon Point was taken off the table without adequate financial consideration and without adequate neighborhood impact consideration. The number of houses and shops and lives that will be impacted by putting the rail on the south side of the wsbridge is tremendous. The damage to the north Delridge community will be huge. We rely on the businesses that will be closed. We use them to engage with our neighbors and get basic services we need. The tunnel would be a much less impactful solution since it wouldn't disrupt as much of the traffic, daily lives, or homes of as many people.. The amount of time lost by the people and businesses who will be navigating the work area of a south of the bridge link option (attached to Pigeon Point) would be huge! We have hundreds of cars using Andover/Delridge intersection for the k8 school on the hill. The only other way to the school includes a blind corner and an uncontrolled left. Movement in and out of the neighborhood would be severely restricted and would effect everyone trying to use the Delridge onramp to the WS bridge. We have steel mill semis also competing for that intersection.

If the rail is beside the north end of the hill, it will effect the bike trail below it, the people who have lived in these houses for generations, and the security of the hillside. It will effect and likely displace multiple businesses which are vital to the community. There are not places for these businesses to be rebuilt if the rail goes from the bridge to Genesee. We will simply lose more small local businesses. Please reconsider the tunnel option. Building the tunnel will have much less impact on the thriving, busy community of West Seattle and White Center. The other routes will be damaging to our neighborhoods and livelihoods.

Communication ID: 344411

Name: Carson Baker

Comment:

A great reason to choose a Smith Cove station on W Galer St is so it could serve both the future armory redevelopment and Expedia (brown station option at Smith cove here)
https://wsblink.participate.online/media/default/images/Ballard_Lv3alternativeMap-6.pdf

Then this development can be upgraded to Transit Oriented Development!

Communication ID: 344424

Name: Michael Grass

Comment:

I understand the difficulties and additional costs that would be necessary to bring the Ballard Link station closer to the heart of the neighborhood's historic commercial core, so I do hope that regardless of whether the station ultimately goes in at 14th or 15th Avenue, some careful consideration is given for the ease of bus transfers, especially for buses running along Market Street. As it stands, navigating the intersection of 15th & Market on foot is already a very hostile experience due to the high volume of traffic and long traffic/pedestrian light signals. For such an important transit transfer point, please carefully think through the bus-to-rail and rail-to-bus transfer experience at the Ballard Link station, and working with SDOT, figure out a way to prioritize the movement of buses through the busy and annoying intersection of 15th & Market. If bus transfers can be handled more elegantly at 14th Avenue vs. 15th Avenue, the one extra block will be worth it for those who live/work/visit Ballard's traditional downtown area. If 15th Avenue ends up being the station location, please make it easy for pedestrians to cross over (or under) the pedestrian-hostile intersection of 15th & Market.

Regarding the alignment through Interbay, which crosses areas at higher risk for earthquake-liquefaction due to poor soil conditions; landsides; and future flooding from higher sea levels, please ensure that this alignment is futureproofed and resilient, especially around the Smith Cove station.

The Chinatown-International District Station will become an even more important transfer point in the Link system with the Ballard and West Seattle extensions. Facilitating easy (and short) transfers between the existing C-ID station and, ideally, an expanded adjacent station on 5th Avenue vs. (4th Avenue) would be ideal.

Communication ID: 344425

Name: Gretchen King

Comment:

Hello,

I am very excited to have light rail in West Seattle but I think the neighborhood would be adversely impacted if you made the light rail elevated as opposed to making it an underground tunnel. You could displace a ton of people who have moved and continue to move into the area and hurt the community.

Thanks,

Gretchen

Communication ID: 344440

Name: Seth Perkins

Comment:

Move the "Purple Route" forward to impact study.

Cost aside, I believe this route is the correct design for the longterm future of West Seattle. Other choices are short-sighted. The Purple Route (Pigeon Ridge tunnel + tunnel to junction) minimizes functional and aesthetic impact while bringing the benefits of lightrail and setting the stage for future expansion.

Of course, the costs of this route need to be evaluated, but that can only be done if it is moved on to the next stage of scrutiny where costs can be determined with a higher level of confidence than is currently possible.

Respectfully,

Seth Hunter Perkins

Communication ID: 344442

Name: Max Olson

Comment:

Hello -

I just want to write and give my comments on the Avalon and Delridge Stations:

AVALON: I support the Avalon Station route that crosses over the intersection of Fauntleroy and 35th (the blue route alignment) over the other options that would place the station on the other side of the West Seattle Bridge entry/exit. The entire community north of that intersection would have substantially easier access with a station that had access points from multiple corners of that intersection versus having to cross the fairly dangerous intersection. Every block that the station moves away from that intersection will make it less and less accessible to the residents to the North (a significant portion of the West Seattle Peninsula).

DELRIDGE: I strongly support any of the three routes on the table in that they preserve Delridge Park & green space. The Pigeon Point route would have knocked out a significant portion of that park, which is the primary community gathering place for Delridge (with the skate park, tennis courts, community center, kids play area, and park). Whatever alignment is chosen, preserving the park should be a priority.

Max Olson

North Delridge Neighborhood

Communication ID: 344443

Name: Jonathan Zegers

Comment:

Hi,

I was at the open house last night and put comments in the box but I thought of a couple different things that I think are important to share as well.

I think it's really important that all three planned light rail stations get built on this line (Delridge, Avalon, and Alaska Junction). Eliminating a station to buy a tunnel at the West Seattle Junction would be a detriment to the the effectiveness of this line. Not only a detriment from a pedestrian walkshead perspective but also because other transit is planned to coordinate with these neighborhood nodes. There was a time when I was working in Beijing and at the time the subway stations there were very far apart. It really made traveling by subway inconvenient especially in inclement weather. Please maintain the integrity of the ST3 plan and keep all three of these stations.

In an ideal world the tunnel option with the north crossing of the Duwamish waterway would be best. The view alone may get tourists to ride the train out to West Seattle, however I understand the added cost of the north crossing may be an expense that we can't fund.

The Avalon node is currently an under utilized part of the city. There is some density in this node and apartment buildings that would use this station if it were built today (the C line is overloaded too) but there is also a lot of room for growth along the Fauntleroy corridor that would benefit from the station location straddling Fauntleroy.

Thanks, and keep up the good work.

Jonathan

3842 36th Ave SW

971.404.6890

Communication ID: 344444

Name: Brittney Farrow

Comment:

Good Afternoon,

I would like to submit a comment in regard to the station location in the West Seattle Junction. My husband and I are strongly opposed to the 44th Street station location, instead preferring the north and south oriented station options on 42nd or 41st. Here are the reasons:

the West side of the Junction doesn't contain as much already upzoned property as the East side already has. Put the station where the development and people already are.

The West side of the Junction contains a lot of single family homes and a station so close to them would devastate the neighborhood with development. Save the neighborhood to the West from massive changes.

There is already denser residential on the East side that a station on 42nd or 41st would better serve

Also, we do not support the station on Alaska that terminates pointing West. This makes no sense for future development of a south bound rail line, and, if above ground, would end up on the West side of the Junction, which would devastate the Junction.

Thank you,

Brittney Farrow

West Seattle Junction Resident

Communication ID: 344445

Name: Rob Steinle

Comment:

I want to know the specific technical reasons why a tunnel is a non-starter in West Seattle. Cost is not a technical reason. Why is WS different than the University tunnel, that goes under Capital Hill AND the ship canal. The topography of WS is not a lot different than CH. Maybe more elevation, but, again, that is a technical reason. Boring under the Duammish, is that a technical issue? Because a high bridge seems excessive and expensive too (but, we're not talking cost here). IMHO, to be on par with finer euro cities we'd like to emulate... Surface in industrial, tunnel under city/residents. The pidgeon point to Alaska Junction elevated is a disaster on so many levels it's comical it's even being considered. I also think it should go all the way to Fauntleroy Ferry, to get those wonks out of their cars, and they should pay for it (Vashon especially). It should also, IMHO go through the stupid triangle area that is RIPE for this, not the junction, that is already a disaster. Bore down to Morgan, then on to the Ferry, hook over to Westwood village, and make that a last stop. Want to get fancy, go to Admiral then the triangle... Thanks, and look forward to the favor of a non form letter reply.

Communication ID: 344446

Name: Allison Curd-Entzminger

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong....

With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis,

2) taking up blocks of developable, transit-oriented affordable housing off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values),

increasing noise near residences, and

removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen.

Please commit to our community of West Seattle to make this a reality.

-Allison

Allison Curd-Entzminger

West Seattle resident since 2013, raising my family here, committed to this community

Communication ID: 344448

Name: Susannah Herrmann

Comment:

Hello,

I understand you are seeking comments regarding the options for West Seattle light rail. I am writing to support the tunnel option. It will have the least impact on neighborhoods, and be far less unattractive. In addition Sound Transit would be unwise to ignore the impact of displacing a swath of residents- people who could and should welcome new public transit to growing West Seattle. Instead I fear this would alienate a large group of people and burn much needed bridges in the community. I hope you consider these impacts and act accordingly. Build a tunnel.

Thank you for your consideration.

Susannah Herrmann

Sent from my iPhone

Communication ID: 344449

Name: Jon Wright

Comment:

Hi - Please consider the below comments

Interbay: Study Dravus alignment west of 15th with BNSF-adjacent variations. I'd like to see a version of the brown line that moves the Thorndyke Station to Dravus Street west of 17th Ave for much better access.

Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station. A station on 15th NW with entrances on both sides of the street serve both riders west of 15th and transfers.

Smith Cove: Galer is best presented. Helix as high end only if Expedia intends to fund. The brown line allows the alignment to be mostly on the surface through Interbay.

West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel. A tunnel has no advantages for riders, please use our money wisely.

Thanks,

Jon

Communication ID: 344451

Name: Steve Richmond

Comment:

Slow rail is not expandable, not flexible, and locks us into obsolete routes.

High speed bullet trains, fed by flexible buses, actually save time - the limiting factor to ridership. And buses create long-term jobs.

Also, the premise of saving time and money by employing fare enforcement is flawed - it doesn't pay for itself, and it is illegal according to our Constitution, the "supreme law of the land", taking precendence over ST's RCW's. Please stop suspecting bus riders of breaking the law without probable cause.

Thank you.

Communication ID: 344457

Name: Anonymous

Comment:

West Seattle has a long history of considering transportation failures. Trying to build transit on the cheap is what ultimately killed the monorail project 15+ years ago. A cheap unacceptable solution rammed down the community's throats will fail spectacularly and rightly so. Spend the time required to build it right for the future. West Seattle can wait to make commuting options for a privledged few.

Spend the money for a tunnel.

Do not build an elevated eyesore through the middle of our neighborhood just as we are celebrating the removal of an earlier mistake on the Seattle waterfront.

ST needs to study the option preferred by the community and stop wasting money confusing the issue with options the community does not want.

Stop reviewing elevated, remove the redundant and unessary Avalon station merge it to the triangle with the Alaska Junction Station. Go further south on Delridge, tunnel under the golf course.

Communication ID: 344462

Name: Kathleen Dunn

Comment:

I think the Blue Line station diagonal between Dakota and Genessee Streets makes the most sense. I think it is tragic that some of those cute single family dwellings will have to be demolished, however, I think those two blocks provide the best opportunity for developing more density and more ridership around the station. I was shocked at the meeting last night when some of those residents who may lose their homes claimed they never heard about the proposed siting of the Blue Station before last September. I find that hard to believe since we have been having meetings about these stations for a couple of years now. Is it possible the people living in the neighborhood did not get mailers for these meetings? The Orange Station would also provide some opportunity for development but the station height of the Orange Station seems excessive. The Red (Maroon?) Line is located in a very congested transportation watershed where many routes come together at Andover and Delridge Streets. This is a major intersection that must be navigated by many people bike commuting between West Seattle and "greater" Seattle and is already extremely unsafe for people walking and biking. Major truck traffic from the steel plant goes through this intersection. One person at my table (table 2) brought a map with the old siting of an East/West oriented station along Andover for the Monorail project. That site could be explored, but where would the line go from there? Would it have to tunnel under Avalon Way, because Yancy Street is very steep? I do feel very sorry for these people who would lose their homes but the project needs to serve the greater community. I believe ST should ensure that if the Blue Line station is built, the area is developed responsibly, e.g., both apartment and retail rents are kept moderate/affordable. With new construction we often see too many small businesses struggle due to the high rents and end up with vacant storefronts as a result.

Communication ID: 344465

Name: Jenny Henderson

Comment:

Hello,

As a resident of West Seattle, I am very concerned by the possibility of an elevated light rail dividing our vibrant junction core. The Junction is the heart of our large neighborhood, and cutting it in two with mass transit would be harmful to the neighborhood, local businesses, and many pedestrians. Please either select the underground option or do not have the light rail go through the Junction.

Thank you, Jenny Henderson

Communication ID: 344498

Name: Marty Sweetman

Comment:

So living at 41st & Oregon I'll just say that I'm opposed to the elevated track ideas in general. We are still in the process of taking down the Viaduct for the very reason that a tunnel made more sense and could revitalize the waterfront.

I'm aware that elevated tracks are the cheaper option, however I feel this will cost more in the long run with lower property values and displaced businesses and home, leading to lower tax revenue due to the elevated tracks. Crime

and homelessness under the tracks are another consideration that will have to be taken into account as people will use them as cover and shelter.

The tunnel option will allow for expanded and denser housing, which is a priority for the city to accommodate affordable housing, along with alleviating the complaints from residences about "the feel of the neighborhood".

Like I say at work, take the initial investment on the chin, pay the money and go with the option that will work the best in the long run. In this particular case, the tunnel option at 44th Ave SW.

Thanks,

Marty Sweetman

Communication ID: 344500

Name: Sydney Hammerquist

Comment:

Hello. I have not been able to attend your open houses, but I am a West Seattle resident, and want to give my support to the TUNNEL OPTION (West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel).

I have lived in the Seattle area since 1979, so have spent time using different transportation for a long time. I watched them build our current bus tunnel (Westlake Station) from my office in the Seaboard building during the early 80s, have seen and ridden Portland's MAX system, have spent time on 5th Avenue, where the current monorail runs on an elevated track, and have used all of the stations in our new LINK light rail system. I feel strongly that having an elevated rail coming into the Alaska Junction will shatter the cohesiveness of the town. If you walk down 5th Avenue in Seattle (with elevated rail), you see fewer people, darker shadows, and it feels like a bad video game when driving. It's OK in Seattle because there is a large area to retain the cohesive fabric of the city, with businesses, parks, housing and open space. In West Seattle, there is only a few block area to work with, and having elevated rail slice through it would just split it up into useless pieces. On Beacon Hill, for instance, the underground station operates well, and allows the small neighborhood to remain mostly as it was.

Elevated rail is a decent solution in truly suburban areas, where people are mostly in their cars, and there is more land to serve multiple uses. West Seattle and Ballard do not fit that category. They are currently walkable, and are very dense, with more density on the way.

In summary, the only reason to use elevated rail is to save money. I really feel that isn't a good enough reason to ruin 2 neighborhoods in Seattle that are so livable, and provide the "heart" that a city needs to thrive. I am willing to pay for this rail that I may never even use. I urge you to build it right, and not skimp. Please use the "TUNNEL OPTION".

Thank you,

Sydney Hammerquist

West Seattle Resident

Communication ID: 344505

Name: Anonymous

Comment:

West Seattle wants ST to start workin gon the Tunnel option through the golf course. REmove Avalon Station from the equation. Merge the Alaska Junction station with Avalon Station at the Triangle. ST efforts should be spent finding a good tunnel design that works for the community as the noted preference.

Take however long it takes to define the option we want with our funding in our neightborhood.

Stop driving out residents. Do not remove housing

Stop promoting an elevated of surface option no one wants.

Communication ID: 344512

Name: Ayushman Jain

Comment:

I and my wife live on SW adams st. I attended the briefing held in January in West Seattle's north delridge neighborhood and have also discussed the alternatives with neighbors. We all have strong reservations against the west Seattle tunnel alternative. There are a few reasons for this. First, the proposed tracks between SW genessee and sw Dakota streets and between 26th and delridge way are obstructive to the peaceful, residential neighborhood and will impact several lives due to resettlement. This is hardly necessary considering there are better alternatives. Second, this route adds to the cost and will take longer to build. This is again, unnecessary, and not the best use of taxpayer money. The extra dollars could be used to develop green spaces or taxi/bus connection areas at the stations. Third, the station being in the middle of a residential neighborhood poses security concerns. It is common to see people loitering in South Seattle stations today (such as Beacon Hill). In contrast to this route, the two other alternatives add a station on Delridge way, keeping it very convenient for riders who would want to connect via taxi and buses. They also complete in less time and with less costs. This is an outcome we all support. We also think that this might open up opportunities for new commercial developments on Delridge way - making it much more vibrant and useful to the neighborhoods here, just like California Ave is today. So, on behalf of our neighbors, me and my wife strongly oppose the west Seattle tunnel route (alternative 2 to the STP). We support the west Seattle elevated alternative.

Communication ID: 344531

Name: Timothy Russo

Comment:

I recently attended a community meeting regarding this project at Ballard High school. Here are my thoughts.

Station location is more critical than where the tracks sit. It is absolutely essential that you consider the growth potential of the area surrounding the new stations. Real, useful, fulfilling and efficient transit MUST be coupled with

higher density. If you place a station in a location that is hemmed in, it does not allow for necessary growth. Do not simply look at what is currently available but what could be available once the station is built. If you want to do transit right you need to be able to up-zone everything within 1/2 a mile of a station to mid rise, mostly 5 over 2 mixed use commercial residential. I know that Sound Transit is not in charge of zoning but we can't get the city to up-zone anything if there is nothing there to up-zone.

Bottom Line

The choice we make now WILL AFFECT US FOR THE NEXT 100 YEARS! Think of the future please!

Smith Cove Station.

The location of this station is too far south in all options. Placing the station at Prospect st is a terrible idea. There is no room to place anything there. You are hemmed in by railroad tracks and a hill. You cannot reach any residential areas. The only thing there is Expedia and it is COMPLETELY INAPPROPRIATE to waste my tax dollars on bolstering a single employer (who knows if they will be there in 10 years. What about all of us who will never work in that complex?). You cannot reach the Prospect street location from Queen Anne residential areas like Olympic way, despite being 500 feet away you would need to walk OVER A MILE to get around the hill to Prospect street.

Prospect does not allow for growth around the station (either commercial or residential)

Prospect does not serve any residential and only serves very limited commercial.

W Galer st placement is only slightly better. It does give us better access to potential land of the Armory but you still cannot reach any Interbay/West Queen Anne residential. Additionally this will involve people crossing 15th Ave to reach the station.. and crossing 15th is a terrible experience, I know, I do it everyday.

Galer offers some but still limited growth potential around the station.

Galer does not serve any current residential and only serves some commercial.

A Better option: Place the station farther north.

You can create an amazing urban village if you bring the station up to Blaine St or Howe St. This is closer to the other station but there are actually people there. You can accommodate much more growth and can reach far more people. It gives you all of the benefits you can have with the Galer station but you can actually walk to it from Interbay residential areas.

Currently the southern half of Interbay is in a near dead zone for transit. The only bus that gets those people to downtown is the D line which is always standing room only during peak hours and occasionally bypasses Interbay stops because they are overloaded. Today, for example, I went into downtown on the D line and it was standing room only at 9:45am... which most people would not really consider rush hour.

Interbay Station

The Thorndyke option suffers MUCH worse than even the Prospect location when it comes to surrounding growth. It is surrounded by train tracks, and is very difficult to reach for both Magnolia AND Queen Anne. It is a painful, and dare I say half-assed, compromise that serves no one. 15th & Dravus is clearly the best option. It has surrounding growth potential and is reachable by foot, bicycle, and automobiles. Some people might not like the idea of transit on 15th because they fear what impart it will have on their car travel. You should ignore them. IF you put the stations in the right place it will take people out of their cars and into the trains, but people wont ride it if it is a pain to reach the station.

Thorndyke does not allow for growth around the station (either commercial or residentail)

Thorndyke does not easily serve current residential and serves only very limited commercial.

15th&Dravus is the far superior option for speed, accessibility, and future growth.

SalmonBay Crossing.

DO NOT PUT THE TRAIN ON A MOVABLE BRIDGE. This is a TERRIBLE idea. I apologize for all the Caps Lock but it is very important. Please raise my taxes if you need to, we need to go over or under. This is not just about impacting ship traffic, this is about killing our transit time and causing a huge backup every time the bridge is up. Regardless of where the Ballard Station is placed a movable bridge is NOT the way to get there.

In Sum

Move the Smith Cove station farther north.

Put the Interbay station on 15th

Use a tall bridge or tunnel to go over salmon bay.

Communication ID: 344537

Name: Alysha Findley

Comment:

I'm 100% for the tunnel option. Having an aboveground rail will not only run through my neighborhood, but will create enormous vision, and sound pollution and turn the village like feel of west seattle in to very urban environment. I feel it will be the downfall of this area.

Communication ID: 344539

Name: Megan Covington

Comment:

Would prefer the Seattle Center station next to Key Arena, not on the north side of Mercer. Being closer to the Seattle Center would be more convenient and involve better sidewalks than those on Mercer.

I think the Ballard extension should go with the tunnel - an elevated bridge would be a huge eyesore and having to stop for boat traffic would make the service hardly better than taking the D line metro bus.

Communication ID: 344541

Name: John McAlpine

Comment:

West Seattle.... Have you thought about using the proposed Delrodge Station as main station ? Meaning, from the Delridge Station a rider can get off and take a light rail to the Alaska Junctio. As voted upon.....or.....from the Delridge

Station a rider can co to us south on Delridge through White Center and eventually to Burien. Delridge in my opinion would be a better/more useful route then heading south from the Junction.

How about removing the Avalon Station? Seems rather close to the Junction station. No where else are there stations so close. Instead of all the way to the Junction have a single new station at Fauntleroy and Alaska intersection where Les Schwab is?

West Seattle doesn't want an elevated heading south from the Junction and dividing our neighborhood. One home on the 5400 block of 41st Ave SW just sold for $905,000 last week. Buying up that street would cost ST hundreds of millions.

Thx

Communication ID: 344559

Name: Anonymous

Comment:

["Hi my comments about the West Seattle light rail link since the open house last week I've studied the maps and I spoken with many of my neighbors and there's pretty universal shock and dismay honestly that an elevated platform will potentially run down one of these residential streets. This would just be so disruptive and damaging to this neighborhood it's hard to believe it's even being considered so I think the last anyone heard they voted on a East/West line that was gonna terminate in the Alaska junction and now there's there's North South elevated platform that may really destroy these neighborhoods so please don't hold my neighbor's hostage with this plan and get the third party funding needed to do the project right with the tunnel. That's my comment thank you."]

Communication ID: 344560

Name: Karen Grace

Comment:

A tunnel is the only viable option that would not unnecessarily damage the quality of life of the citizens in the West Seattle area.

The long term disruption (beyond that of construction) caused by noise pollution, vibration, traffic snarls, inability to turn left out of driveways along the elevated rail route, etc. is unnecessary. Not to mention the increased need to unfairly take property from the owners near and around the route through eminent domain. The loss of tax revenue from each and every property you "take" should also be seriously considered.

I'm concerned as to why there is no service up Delridge toward the south end (and potential expansion toward the airport). There is clearly more space to construct a route. The lack of service there seems very short sighted.

There are plenty of metro bus, rapid ride service and stops around the Alaska Junction (California Ave SW and SW Alaska) serviced by multiple metro bus routes that people can take to a link station.

It sure seems that service to areas with true infrastructure (services, schools, shopping, etc) are avoided in your route planning. This was obvious years ago when you completely avoided the South Center Mall area. I'm surprised that it appears no lessons were learned from that misstep.

Without a tunnel, home values (and therefor property tax revenue) will decrease.

The Beacon Hill tunnel is a great example of how to impact the community the LEAST with an underground station and tunnel. I think there are infinitely better locations for the West Seattle station than where it is currently planned unless you plan to make room for buses in the tunnel too.

Please reconsider this route to include a tunnel wherever possible or leave West Seattle alone.

Thank you,

K

Communication ID: 344621

Name: Timothy Russo

Comment:

I recently attended a community meeting regarding this project at Ballard High school. Here are my thoughts.

I own property at 2253 Gilman Dr W, Seattle, WA 98119. The Downtown to Ballard extension is very important to me.

Station location is more critical than where the tracks sit. It is absolutely essential that you consider the growth potential of the area surrounding the new stations. Real, useful, fulfilling and efficient transit MUST be coupled with higher density. If you place a station in a location that is hemmed in, it does not allow for necessary growth. Do not simply look at what is currently available but what could be available once the station is built. If you want to do transit right you need to be able to up-zone everything within 1/2 a mile of a station to mid rise, mostly 5 over 2 mixed use commercial residential. I know that Sound Transit is not in charge of zoning but we can't get the city to up-zone anything if there is nothing there to up-zone.

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In Sum

1. Move the Smith Cove station farther north.

2. Put the Interbay station on 15th

3. Use a tall bridge or tunnel to go over salmon bay.

Communication ID: 344622

Name: Julie Kopp

Comment:

Hi,

Thank you for emailing the brochure you will be discussing at the open house tonight. It seems focused on the SODO/International area.Do you have a similar brochure that speaks to the proposed options in downtown seattle, specifically the station that would be located between Madison and Marion on 5th? If so, could you please email it to me?

I own & live in the 5th and Madison Condominium building at 909 5th Avenue, directly above the proposed link station. I am concerned about how the proposed station will impact our building entrance, parking and storage.

— The only street entrance to our building fronts 5th Avenue. If the station is above ground, it will block the entrance to our building.

— Conversely, if the station is below ground, it could wipe out our parking & storage, trash & recycling chute, elevators and some utilities that are housed in the top 3 stories of the garage that spans the full length of the block along 5th between Madison & Marion. We do not own the space outright but have an permanent easement.

I will be asking about this station tonight, but any materials or information you have about this station would be extremely helpful to me and the other homeowners.

Thank you,

Julie Kopp

Communication ID: 344623

Name: Kathryn Evans

Comment:

Good Morning,

As a resident of the Pigeon Point neighborhood, I would strongly urge the scoping committee to please consider the purple line which was the tunneling option. I would like to see that option renewed and considered as a viable option moving forward.

Communication ID: 344624

Name: Patti Miller

Comment:

Concerns regarding light rail to West Seattle.

There is no need for two light rail stations so close together. Proposal shows two stations within 3 to 4 blocks walking distance. This really is not necessary, only about a 10 minute walk.

Costs could be saved with just one station near the Alaska Junction.

The Red Line would have less of an impact on the community because is would follow the existing streets. This line could expand to the White Center Area communities that would have access to the light rail. Less impact on current

community with no home demolished and following the business route where there are many new apartments where residence, without cars, would potentially use the light rail more often.

The Yellow Line Elevated line would have a terrible impact on the current community and future generations of families in West Seattle. Any time you have elevated structures it is a place for people to camp out under or around the structure. This is very unhealthy for our community. This is already happening around the overpasses of Seattle new tunnel. Plus there is a potential increase of crime, noise and vibration when you have an elevated rail system. To many family home would be demolished with this Yellow Line. There is already a housing crisis in Seattle, taking away more home would decrease values and taxes to the City of Seattle. Families would be displaced. Negative impact in the community with many views lost and losing West Seattles character which many people enjoy and live in. Character of the community is very important for future growth and developable land.

The Yellow Line would decision will have a terrible impact of many generations. Not a Good Idea.

The Blue Line (under ground) would make the most sense for our enviroment and the impact on homes and property values. Only problem being a huge cost.

West Seattle is a beautiful area to destroy with an elevated rail system in our community. We are excited about light rail, with the least amount of enviromental impact. Please consider the Red Line as an option for our community.

Patricia Miller

Communication ID: 344625

Name: Michael

Comment:

"Hello my name is Michael I'm a West Seattle resident and homeowner. I'm calling to try to leave a general message regarding the street option versus tunnel option. To cut to the chase I am pro tunnel all the way for many many reasons. First of all there are many home owners here in West Seattle that we're able to purchase when it was affordable. Prices have since sky rocketed. If we were to get bought out through imminent domain, there's no way we'd be able to afford to get back in the West Seattle and live in near our home. This would push us completely out of the city and even change employment. We're not the only ones like that. I'm speaking for many people who I've had this conversation with. Even important domain buy outs typically do not give higher than value rated for where you're living. Not only that that, but the values just aren't there nor are we able to purchase to get into something else. Also the noise, the sound of the street, the parking issues that it will cause that it is taking away. There are many many reasons to be pro tunnel. Matter of fact we have many tunnels throughout the city that are successful. The new 99 interchange as well as the Mount Baker tunnel is the classic example of not destroying and ruining neighborhoods and able to go underneath them and boring through and allowing a elevator and tunnel access even for those that are disabled which I happen to be partially disabled due to surgery. We just find that this would actually take away from the landscape, the parking, the enjoyment of what West Seattle really is, and the reality is the cost to bore the tunnel is not gonna be that much more considering with the service option is with all the buyout that would have to happen in the ruining of the landscape and the dedication that it would take on the street and for the buildings to be knocked over. I hope you'll consider this message very clearly that a tunnel is the best option, even as it does tend to cost a little bit more. In the long term, it will keep everybody's value and people will not have to move that have been living in the neighborhood for many many years and many generations. Thank you."]

Communication ID: 344626

Name: Derrick Deese

Comment:

Good evening:

I am a resident in Lower Queen Anne. My wife and I currently live at 500 5th Avenue West. The proposed projects seem to be solving a need to have reliable transportation throughout the city. However, the ST3 seems to have a near direct impact on the building in which my wife and I live. From the looks of the proposal, it would cause displacement of the residents in the building, as the proposal looks to go literally straight through the building (from what I can tell). My wife and I enjoy our building, and would not like to be displaced from the light rail. We would implore to seek alternatives that would not displace the residents from the building.

Aside from displacement, there are also stated "most potential traffic, transportation infrastructure and freight impacts," and this option also seems to limit further expansion into areas like West Seattle.

Table 4-1 in the main deck also showcases a great grid of options for all alternatives. The best options (solving for displacement, constraints, connection potential) seem to be in the West Seattle Elevated option.

We hope you will take this feedback into consideration.

Thanks,

The Deese Family

Communication ID: 344627

Name: Tim Garlock

Comment:

Mr. Constantine – I'm very concerned with the potential for light rail to possibly run above ground through residential neighborhoods in West Seattle (such as running above streets where people enjoy their gardens and play catch). If there is any chance to orient the line down commercial streets. I think it would be less of an impact. If the line runs down my street, I'll obviously have to move. My whole block consists of single family dwellings. I think people had hoped to live here their entire lives and leave their property to their family members. Is there any way to run the line down a street that is already commercial or is the plan to really run it along residential streets? Whatever you can do to limit the impact to single-family dwellings would be appreciated. I'm pretty sure I have voted for you in the past, so I was hoping you would appreciate my input. Tim Garlock.

Communication ID: 344628

Name: Nancy Jeffrey

Comment:

Good morning,

I understand the need for transportation improvements in western Washington. It is something that is a great concern to the majority of citizens. However, sacrificing the quality of life in West Seattle by building an overhead rail is ludicrous. This should not even be a serious consideration.

Thank you.

Communication ID: 344629

Name: Kathryn Vitelli

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond.It is not acceptable to get this wrong.... With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by: 1) removing existing households in the middle of a housing crisis, 2) taking blocks of developable, transit-oriented affordable housing off the table, 3) reducing/depressing home values anywhere near the elevated light rail, 4) reducing property taxes along the immediate route of light rail (due to reduced home values), 5) increasing noise near residences, and 6) removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier. It is now thatwe MUST commit to a tunnel-based solutionfor light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. Please commit to our community of West Seattle to make this a reality.

West Seattle resident since 2007, committed to this community. Please don't destroy our community.

Communication ID: 344630

Name: Lisa Riebe

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong.... With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by: 1) removing existing households in the middle of a housing crisis, 2) taking blocks of transit-oriented affordable housing that could be developed off the table, 3) reducing/depressing home values anywhere near the elevated light rail, 4) reducing property taxes along the immediate route of light rail (due to reduced home values), 5) increasing noise near residences, and 6) removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier. It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. PUT THE LIGHT RAIL UNDERGROUND IN WEST SEATTLE. “YES” for tunnel!!

Please commit to our community of West Seattle to make this a reality.

Communication ID: 344631

Name: Bruce Nourish

Comment:

South Lake Union line must be built with provision for a future line on Aurora:

https://seattletransitblog.com/2018/02/07/future-proofing-st3/

Communication ID: 344632

Name: Joy Patman

Comment:

Establishing this light rail extension is a permanent investment in West Seattle, as well as an investment in how to extend light rail to the rest of southwest Seattle and beyond. It is not acceptable to get this wrong....

With that said, an elevated light rail past Delridge is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing existing households in the middle of a housing crisis,

taking blocks of developable, transit-oriented affordable housing off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values),

increasing noise near residences, and

removing many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen.

Please commit to our community of West Seattle to make this a reality.

Communication ID: 344633

Name: Nick Wingfield

Comment:

Dear Mr. Constantine,

I'm writing to you as a resident of West Seattle concerned about Sound Transit's long term light rail plans, particularly the impact of a post-2030 southward extension on my neighborhood. I voted for ST3 and believe firmly in the importance of mass transit in making Seattle a more livable city. I also have embraced the growing density of West Seattle and further efforts through HALA to encourage more affordable housing in the city.

In short, I am a YIMBY, not a NIMBY.

But the West Seattle light rail options for elevated railways through heavily populated areas are abominations. Sound Transit's communications about the implications the various elevated options will have for areas south of the Junction have been very poor. I'm told by neighbors who have attended town hall meetings that the 41st Ave SW elevated option could eventually result in the demolition of all homes along that street to make way for a light rail extension to Burien. At no point, through media coverage or direct communication from Sound Transit, have officials made that clear. I now wonder what other troubling possibilities it has been hiding from the public.

I live on 42nd Ave SW in the only house I have ever owned. I have raised my two kids in West Seattle and foresaw spending the rest of my life in this house. I am now contemplating the destruction of an adjacent street to my own, displacement of neighbors and, yes, serious implications for home values in the area.

I want light rail to come to West Seattle. But the idea of displacing hundreds of residents and forcing people to sell their homes at below-market rates, is so antithetical the city's housing initiatives and good sense that it makes my head spin. That you would contemplate building an elevated railway through a heavily residential neighborhood at a moment when the city is finally ridding itself of 70 year old eyesore on its waterfront is also infuriating.

The tunnel option is the only option that makes sense.

Respectfully,

Communication ID: 344634

Name: Anonymous

Comment:

West Seattle input follows.

EIS to include review of the Yancy Street/W. Seattle Tunnel option that was eliminated at the end of Level 1 last year. See the reference material specifically look at pages 16 and 19 as preferred. Two stations are acceptable and adequate. Take all rhe time necessary to find a way to make this preferred option work. No homes required to be removed. No over reach in the Alaska junction.

Communication ID: 344635

Name: Jude McAlpine

Comment:

I, and my neighbors are very unsettled about the Sound Transit elevated rail option being considered to come into West Seattle junction in the year 2030. We are even more unsettled about the Light Rail elevated option being considered to go south to Burien via 41st Avenue SW, or 42nd Avenue SW or 44th Avenue SW.

I have lived in my 1923 Cottage Bungalow for 21 years, and have built a backyard cottage on my property to care for my aging mother (83 years old). My neighbors have lived in the Fairmont Springs neighborhood for decades, some of them half a century. It is unconscionable that Sound Transit is considering to obliterate neighborhoods around the Alaska Junction to build an elevated light rail to go south to Burien over our community, through our neighborhoods! We did not vote on this option! We voted on light rail coming to West Seattle. Our understanding was that it would happen on the main streets or arterial streets, not our neighborhoods!

I have been spending my evenings going door to door in my surrounding neighborhood of Fairmont Springs. I have to tell you that not ONE neighbor was even aware that the light rail was being considered to come down 41st, 42nd or 44th avenue SW in 2030-2040. Not one. Our neighbors, as you can appreciate, are busy living their lives, working, raising families, caring for elderly parents, going to soccer and track practice etc. Our neighbors don't have the time to proactively go out to the Sound Transit site or the West Seattle blog to see what's happening with the newest Sound Transit proposed routes. Everyone is living their life. Sound Transit should be going door to door (like I have been) to educate people on the alternative options and routes.

We need to build this right the first time! Even if it takes more money, and more time - we deserve to have a tunnel in West Seattle. We deserve a tunnel going from West Seattle to Burien. Capitol Hill has a tunnel, Beacon Hill has a tunnel, Queen Anne will get a tunnel, U-District gets a tunnel - are we second class citizens in West Seattle? We deserve a tunnel too!

Please do not displace West Seattle residents for an elevated train! Please do not approve an elevated train to come to the Alaska Junction and through our neighborhoods. Please do not approve an elevated train to go south through our neighborhoods to Burien. West Seattle is a beautiful place to live, and please fight for us to keep it this way for the next generations to come.

West Seattle wants a Tunnel! We want a tunnel to the Alaska Junction. We want a tunnel if/when it goes south to Burien. DO IT RIGHT THE FIRST TIME!!

Thank You.

Communication ID: 344636

Name: Christine Clark

Comment:

please reconsider tunneling the ST3 (light rail) project through pigeon point and not go the option of taking out homes! i know it's costly but consider long term. don't take more homes away! especially in such a great community! we are excited to have the much needed mass transit option but let's weigh out all options please. thank you!

christine.

Communication ID: 344637

Name: Cheng Fan

Comment:

Hi Sound Transit EIS Scoping Committee,

I am writing to share my concerns about upcoming light-rail planning for West Seattle and Ballard Link Extensions. My family lives in 4128 A 25th Ave SW (North Delridge/Youngstown). It is a brand new construction, and we just spent 800K (all of our savings in the past several years and borrowed 80% from the bank), brought this house at the beginning of this year, which is less than 3 month ago.

At the first week of happily moved into our new house, we heard the news from our neighbors that our community is in the consideration of light rail planning, and possibly been demolished in the next 3 to 5 years. It was a huge shock and we still can't believe it! It's a such nice and warm neighborhood, houses are affordable, residents with diversity, and exists for many many years. My family spent a long time looking around, finally chose this community and the house is supposed to be the HOME for rest of our life! We are immigrants from China, working and saving hard to live in Seattle, hoping our kids can grow uphappily in the North Delridge/Youngstown neighborhood.

My family believes the light-rail is supposed to be built to service the the broader audience, for the sake of helping residents easier to commute in the long term, instead of kicking us out of our homes. We spent all of our savings and 30 year's mortgage on this precious house, desperately hope the Committee could explore and open up other possible route that can save our home from demolishing.

Please SAVE our community!

Communication ID: 344638

Name: Karri Lange

Comment:

I really don't care how much extra it costs, I think the tunnel is worth it given this structure will be with us forever. If that rail runs above ground it will totally change the look and feel of West Seattle. I will pay extra taxes for it.

Communication ID: 344639

Name: Thomas George

Comment:

To whom it may concern,

First of all thank you for accepting my inputs. It looks like you wish to obtain feedback regarding three areas. First the route and station alternatives, second topics to study in the environmental impact, and finally purpose and need.

I have a small home on Dawson and 41rst and so I am excited that the Sound Transit light rail extension is coming to West Seattle and ending a block from my home. However I am concerned about losing my home since I am located on 41rst Street.

My preferred Level 3 Alternative is the "West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel Alternative". The main reason is because it appears to be the least disruptive to the home owners. In addition, the rail could be extended south underground unimpeded.

Currently I have a view of Mount Rainer that could be blocked with an elevated rail. In addition, the periodic noise may be a factor that would be eliminated with a tunnel. I recognize there is additional cost, however it appears to score high with regard to Operational constraints, equity, sustainability, environment and economy.

I look forward to improved and easy access to downtown and Ballard. This would lighten traffic, provide a convenient alternative, and viable means of transportation out of West Seattle and around town.

Thanks for your consideration

Sincerely,

Thomas George

Communication ID: 344640

Name: Joseph Fuller

Comment:

A surface or elevated line down 41st in the West Seattle Junction will destroy the neighborhood. Not only would it be aesthetically unpleasant, and cause many homes and families to be displaced, the noise from the trains will reverbiate throughout the Fauntleroy valley, ruining the quality of life for all of the individuals that live near there. A tunnel is the only viable option. If the neighborhoods of Capitol Hill and the majority of the line in north Seattle were able to have tunnels excavated for their lines, West Seattle should be able to as well.

Communication ID: 344641

Name: Matt Findley

Comment:

I believe that the only way to ensure future expansions are possible from the proposed West Seattle station without drastically changing the character and livability of the Alaska Junction area and surrounding neighborhoods is to move forward with the version of the plan that utilizes a tunnel and underground station.

Communication ID: 344646

Name: Bruce Anderson

Comment:

We object to the proposed train station at 14th Ave. NW and NW Market St. as designed. We are in the midst of planning a mixe use commercial/apartment project at the site Sound Transit proposes as a train depot for passengers. It appears from the preliminary drawings of the elevated station that the ingress and egress platform will extend onto our property at the NE corner of NW Market St. and 14th Ave. NW. If the platform structure is not built in the public right of way, Sound Transit will have to condemn our property.

We have been watiing for the "upzone" of hte neighborhood to occur. Based on the rezone we have designed a large mixed-use commercial/residential project for the site. The project will have a first level of commercial space, four additional levels of apartments and two levels of underground parking. The commercial space is slated to be absorbed by two national credit tenants. We have spent a great deal of time in prepration for redeveloping the site. Both existing leases will expire in the near term and one of the commericial tentants will move back into new retails pace upon completion of the project.

If Sound Transit makes the decision to build an elevated train line on 14th Ave. NW we see no reason why the access point to the station platform could not be moved south 100 to 150 feet to allow passengers to access the platform from a structure built over an existing vacant parking lot just south and across NW 54th St. from MacDonald's. A platform built over the vacant parking lot would not impact existing tenants, structures nor impede our new development. The parking lot access point would certainly be less disruptive and less costly for Sound Transit to acquire.

If the 14th Ave NW corridor becomes the chosen route for the train, the platform for the NW Market St. and 14th Ave NW crossover should be designed to allow ingress and egress from the parking lot at the SE corner of NW 54th St. and 14th Ave. NW. Again, it will be less disruptive and expensive for Sound Transit to pursue.

We look forward to the committee's concurrence.

Thank you,

M. Bruce Anderson

Owner

Communication ID: 344652

Name: Anonymous

Comment:

West Seattle has ideas to consider beyond the ST elevated and street level proposed to bisect and remove housing.

ST3 should look at a more southern route that runs on the surface up along 1st Ave S, over the river near 1st Ave S bridge, and then up Myers Way. Camp Second Chance is city property that could be used for a light rail station to benefit all with a bus transit or park & ride. Then routing up the hill from there and north to downtown WS…. A southern route would have a gentler grade, could include more potential riders for this mass transit project, and should be cheaper to build without lengthy bridges or tunnels. Mass transit – the object is to get as many riders as possible at the lowest cost with the least environmental impact

Communication ID: 344653

Name: Beverly Howald

Comment:

Sound Transit,

My husband and I have owned our home in West Seattle since April 2007. I organize our block's "Night Out Against Crime" Potluck every year. In the time we have lived here, our block has been transformed in a positive way-now almost all homes are owner-occupied, more than half of us have made significant improvements to our homes and there are many more children.

We absolutely support transit options to help people get out of their cars. We are two blocks from a bus stop, can be downtown on the "C" line in minutes. Because of that proximity we have seen an increase in cars parked in our neighborhood weekdays. We are OK with that, understand that compromises must be struck for the common good.

On the other hand, West Seattle has become much more dense over the past 12 years, with high rise apartment buildings lining Alaska and Fauntleroy, creating dark canyons of our streets.

We understand that progress is inevitable, but Seattle's soul is its' neighborhoods, and the proposed Sound Transit yellow line option would run right through ours, taking out existing housing while our area is in a housing crisis. Those of us left would have diminished property values by proximity to the construction zone and rail line. The character of this once working class neighborhood would be forever changed. I am concerned for the safety of the kids that live all around us and a quality of life that is already impacted by existing industrial noise. Are two light rail stations within a 10 minute walk of each other necessary?

It makes so much more sense to run that line right up Fauntleroy, an existing arterial.

Thank you for your consideration,

Bev Howald and Alan Sidel

Communication ID: 344654

Name: Will Dizon

Comment:

I truly think that this line ought to be a tunnel starting from Genessee (hill by the golf course) all the way up to 42nd. Doing so will have less impact on residents and avoid blight that an elevated structure presents on decades to come. Junction is a small area and it exists having businesses and residential cozily side by side. This area does not offer a straight wide avenue that an elevated track can be built in a streamlined fashion. Track will be jumping from one side of the street, over houses, businesses, church, grocery stores.

I imagine something similar to that of Beacon Hill can be built in our area. West Seattle Junction area deserves more than an elevated structure since we have embraced growth as witness to all the apartments built here. We are not NIMBYs and we want a tunnel since that will serve current and future needs, and retain character of Junction area.

Communication ID: 344655

Name: Tim Garlock

Comment:

I do not think the Light Rail should run above-ground through a residential neighborhood. If it runs down a commercial street, it would fit in better than it would if it were towering over single family houses. It will ruin any neighborhood of single family dwellings it runs through, so please put it down a commercial corridor, or put it under ground. DO NOT RUN IT DOWN 41stor 42ndAVE!

Communication ID: 344656

Name: David Robison

Comment:

Greetings,

It's shocking to me that the new light rail will reach neither the core of Ballard (22nd Ave NW), nor Ballard High School, which serves Magnolia and Queen Anne. At an absolute minimum, the station should be at 15th Ave. NW.

Thanks,

David

Communication ID: 344657

Name: Michelle Ishimitsu

Comment:

My only comment is that there should be a link stop for Seattle Center! Not only for the convenience of those of us who live north/south of the Center and work there, but because it is a major stop for tourists!

Thank you

Communication ID: 344665

Name: Lauren Weidner

Comment:

Hello, I'm writing to voice my support for a tunnel alternate to West Seattle - either the blue or purples lines as expressed in the Level 2 ELG Recommendations.

My home is at 39th and Oregon and I cannot, in good conscious, support the elevated alternatives. I am a strong proponent of Light Rail and the ST3 package but these alternates damage the community, remove valuable land from being developed into a dense urban village and cut a major transit route through a family neighborhood. In the Yellow Line proposal, the rail tracks would be 4 homes away from mine and would drastically change the neighborhood. While not directly in the path, the elevated options are going to have an impact on my property values and transit noise levels.

The Genesse Hill neighborhood is ripe for redevelopment for more homes but, if the Yellow Line is chosen, that option is off the table. I also question the necessity of having two stations so close together (Avalon and 41st) and for having the rail line terminate North/South considering, that at 41st Ave, in order to continue, you'd have to build more elevated tracks and purchase more homes for destruction.

Frankly, having just torn down an elevated transit structure (the viaduct) I'm surprised elevated tracks are even an option.

We wanted light-rail to make our community more accessible, walk-able and better connected to downtown but the Yellow Line (and to a lesser extent, the Red Line) elevated options don't achieve that goal. The cheapest options aren't always the best - you're going to pay for it one way or another in other unforeseen costs and impacts to the community.

We need to make the right decision for the future. The only future-proof option is a tunnel. Let's make the tough decision that previous Seattle residents didn't make and develop a system that works for many generations to come.

Sincerely,

Lauren Weidner

Communication ID: 344778

Name: Anonymous

Comment:

I would like the Yancy Street/West Seattle Tunnel option added to the EIS as a preferred route in West Seattle. As this inflicts the least amount of damage for a train with limited service to a priviledged few. The least amount of damage to residents removing homes. the least number of statiosn for future maintenance that we know no one will do. and the least amount of intrusion to the community and the Alaska junction. not to mention, not having to look at an ugly infrastructure that will only be an eyesore in a residential community.

Tunnel

Remove no homes

Reduce number of stations

Stay out of the alaska Junction

Take as long as necessary to produce desired results

Start focusing on West Seattle choice

Communication ID: 344782

Name: Jesse Ryen

Comment:

My main thought concerning the new light rail development is that I want it to avoid having to stop for car traffic, bus traffic, boat traffic, etc if at all possible. I find it to be really frustrating and poor design when mass transit such as the light rail has to stop anywhere but the stations.

I think it's best to build underground whenever possible in order to leave the maximum amount of usable land above ground and to avoid having to deal with yielding to other traffic. When it's not possible to do underground, elevated is better than at-grade. Not only does it give better views for the passengers, but it also doesn't have to compete with traffic on the ground.

When it comes to the options for crossing Salmon Bay north into Ballard, I think the third alternative is best since it crosses underground and is underground when in Ballard. This not only means that it doesn't have to stop for cars and boats, but also that it won't impede any future development in Ballard. I think that the second best option is the second alternative because it crosses Salmon Bay on a fixed bridge, which, if I understand correctly, means that it doesn't have to open and close for boats. Also, even though it's not underground it will still not be at-grade for most of the way it looks like. Regarding the first option, please please please for the love of God don't make the Link cross a bridge that opens and closes. Being stopped while waiting for the bridge while on the method of public transit whose main advantage is how fast it gets you places would be EXTRAORDINARILY frustrating.

To summarize, I think the Link should be underground whenever possible. When it's not possible for it to be underground, don't make it compete with other forms of traffic. The Link should never have to stop for something other than letting passengers on and off at stations.

Communication ID: 344783

Name: Liesha Haas

Comment:

I believe that Light rail should run where streets are already busy/noisy such as Fauntleroy and CA.

I support a tunnel vs above ground, and a comprehensive Environmental Impact study. Also, more than reasonable notice to all those that will be directly affected by the final decision (view obstruction/noise).

Thank you!

Communication ID: 344786

Name: Erica Bush

Comment:

I am incredibly sad to see the current alternatives proposed for Sound Transit. Not only have I never received outreach material for these projects (even though I've lived in two of the impacted communities) but these alternatives continue a tradition of harming the communities who need the most care and consideration.

Please please place the light rail extension below grade. I currently live in Delridge and used to live in SODO. The elevated light rail lines in addition to the elevated roadways completely destroy that neighborhood. They make the streetscape unsafe, dark and are ecologically detrimental. People can't live surrounded by underpasses. The extension

of our rail system has to be underground or it will have the destructive outcome on our city that past highway implementation has.

Elevated tracks will also displace dozens or possibly hundreds of people - but that doesn't seem to concern this process since those elevated tracks are in lower income communities once again. Delridge needs careful consideration, it is a community consistently at risk of displacement and still recieving little benefit from the development the rest of West Seattle has seen.

Communication ID: 344791

Name: Jessamyn Findlay

Comment:

I'd like to voice my support for the tunneling alternative for the West Seatle Light Rail Expansion. I hope that Sound Transit will truely consider the long-term effects this will have on West Seattle as this is a unique and important opportunity to build something that will serve the community for the next century. The elevated rail alternatives automatically eliminate large areas of land that have the potential to accommodate the increase in housing density that West Seattle desperately needs.There are many avenues to aquire the additional funding needed for the tunneling alternative and, as a taxpayer, I wholly support additional levies to pay for extra costs.

Communication ID: 344793

Name: John C Wilson

Comment:

First Hill deserves light rail service as part of the Sound Transit ST3 Expansion. The ST3 program was presented to the voters as including a new light rail line from West Seattle through Downtown to Ballard. Yet none of the ST alternatives for the new Downtown light rail considered First Hill, dismissing such service ‘as inconsistent with the ST3 Plan. That is nonsense. City of Seattle defines Downtown Seattle as comprising 11 neighborhoods, including First Hill. The ST3 Plan as presented to voters was intentionally vague. No specific alignments or neighborhoods were identified as definitely included or excluded.

First Hill has the second highest population density in the Northwest; besides including the three largest hospitals in the State, Seattle U, the Catholic Cathedral, extensive low-income housing like Yesler Terrace, various shelters housing hundreds of homeless daily, Town Hall, Frye Art Museum, numerous small businesses and social services. Many of the residents, staff and visitors do not have cars but depend on public transit. In many moderate density neighborhoods where light rail service exists or is planned development is limited to 7 stories. First Hill already has an array of 10-story, 20-story, 30-story buildings built and occupied with more under construction and still more planned. First Hill is precisely the kind of neighborhood with existing dense development that rapid transit should be helping so other less developed neighborhoods can avoid the trauma and disruption of up-zoning.

Environmental impacts resulting from omitting First Hill light rail service are numerous and real. Additional unforeseen impacts will be discovered during construction. That is the nature of underground utility work. Bertha demonstrated

that with a 2-year construction delay for the SR-99 tunnel to replace the Viaduct. And that problem occurred in a shallow tunnel under a secondary street. Sound Transit proposes these twin tunnels to be over 200 feet deep under Fifth Avenue. Fifth is one of the busiest streets though downtown. It fronts the tallest buildings in the Northwest. Soil displacement is common in tunnel construction. Building foundations are damaged, utility pipes break, street pavements separate, sinkholes appear, traffic must be detoured and sometimes buildings evacuated. The risk along 5th is huge.

An EIS needs to consider all reasonable and feasible alternatives in selecting the preferred alignment. That has not been done between the Westlake and International District stations. ST simply proposed the shortest distance between Westlake and International District Stations as the quickest to build for the least cost for a new tunnel.. ST has mounted a considerable public involvement effort to identify and address concerns of residents and workers in Ballard and West Seattle. Yet the engineering effort expended to date is only 5% of what is necessary to complete the design – meaning the alignment is being selected based on minimal real engineering. For a project that is projected to cost of $2 billion if all goes well, that investment seems inadequate to reach cost-effective decisions.

Since the existing light rail line is beneath 3rd Avenue, placing the new line only 2 blocks east under 5th Avenue seems too close for truly beneficial rider service. The new line should be further east to provide a more beneficial service network. A reasonable evaluation should consider alignments under 6th, or across I-5 under 8th, or actually service to First Hill with an alignment under Terry Street. All three of these alignments involve streets with lighter traffic, smaller buildings, less commercial activity and fewer utilities. Tunnel depth might be similar, with similar soil and groundwater conditions. Underground problems are still likely to be encountered, but resolution would be easier, quicker and cheaper. Tunnels for these alternatives would be longer and may appear to cost more. But problems encountered will resolve quicker and at less cost than problems under 5th. In the end one of the alternative tunnel alignments may cost little more than the 5th Avenue alignment; and could cost less. Or maybe simply use the existing 3rd Avenue tunnels. That's really cheaper.

However, the benefits resulting from a more easterly alignment will add value to the project that may more than compensate for any added cost. A Midtown Station on 5th will be only a few blocks from the existing station on 3rd. Such proximity means few additional ridders will be attracted. A First Hill Station would offer transit service to thousands of additional riders every day – not just weekdays but everyday holidays included, and not just at peak hours, but throughout the entire system operating time frame. That translates into added operating revenue over decades of tunnel life which justifies larger capital investment.

This is not a complex question. It should be blatantly clear that light rail service to First Hill deserves serious consideration. And equally clear that the risks of tunneling beneath 5th Avenue deserve a comprehensive cost-benefit analysis of several alternative alignments. That analysis should be integral to the EIS. The EIS cannot be considered adequate without it. What has been presented publicly to date is just unacceptable as an engineering comparison. The risks to ST, the City, 5th Avenue property owners, employees and patrons, the whole region are just enormous.

John C Wilson PE

900 University Street, Apartment 12-QR

Seattle, WA 98101

206-922-2753

wartrace@comcast.net

Communication ID: 344795

Name: Catherine Roth

Comment:

After seeing how great the new 99 tunnel is, I think the tunnel option is the only option that makes sense now and certainly for the future in West Seattle. Not only does the tunnel radically reduce the negative impact on the neighborhood and businesses, it plans for the future. Don't we all wish SEATTLE had built mass transit when we had the opportunity earlier!!! Let's learn from out past mistakes. Please build the tunnel option!!! Thank you.

Communication ID: 344800

Name: Dee Ann Evans

Comment:

I would much prefer the fixed bridge or the tunnel to cross Salmon Bay. I am a boater and I work where the draw bridge will be located. I believe the movable bridge would cause more hang ups in the long run. More moving parts means more things to fix. I also work right where the movable bridge would cross and I like my job.

Communication ID: 344807

Name: Anonymous

Comment:

I prefer the West Seattle Rail EIS to review the proposed route in Level One - Tunnel

north of the existing West Seattle Bridge. The route would then span the Duwamish River on a new highlevel bridge. It would then cross over the West Seattle Bridge ramp and pass the Nucor Steel property to SW Yancy Street. Near the intersection of SW Yancy Street and SW Avalon Way, the route would enter a tunnel generally paralleling Fauntleroy Way SW in a southwesterly direction. The route would continue in a tunnel beneath Fauntleroy Way SW and end near SW Hudson Street. This is through the industrial area with the least number of homes impacted. No reason to bulldoze the Alaska junction. West Seattle is not in a rush to make an impacting decision. ST needs to review and consider the options proposed by the community. Two stations is enough and would, to some degree, mitigate the expense of Tunneling as preferred.

Communication ID: 344808

Name: Anonymous

Comment:

Include Yancy Street/West Seattle Tunnel in the EIS.

Tunnel is preferred in west seattle spend ST time and effort making the community option happen.

Do not cleave the Alaska junction with an elevated rail. Service that seperates the neighborhood is ridiculous and not desired.

Lower/Fewer/None residential displacements

Consolidate Stations, it is not necessary to over-reach and over-build for a tunnel option.

Minimize neighborhood disruption - no one wants a loud ugly elevated rail at the exspense of people living and investing in the community - for the sake of a more conveient commute for the privledged few. I will never ride this train, it goes no where I need to go. I think the project is a waste of taxes and ST should not be autorized to decide for how to spend my money, for services I do not want or need.

Communication ID: 344810

Name: Michelle Johnson

Comment:

Hello,

I am writing to state my strong opposition to the yellow line option under consideration for West Seattle light rail. To be clear, I fully support light rail and am excited to see it come to Seattle! However, the yellow line option will decimate a vibrant neighborhood and an important part of the West Seattle community.

It will displace literally a 100+ households, and take blocks of developable land off the table for future use. This seems a poor choice in a city that struggles to find housing for many citizens. Furthermore, it hurts the current occupants of those households, as well as nearby residents by devaluing their properties (not to mention the tax money the city loses from the homes taken under eminent domain) and subjecting them to noise, vibrations, and potentially crime near the elevated rail.

I also believe strongly that taking houses under eminent domain--and continuing to destroy homes during the future expansion from the Junction southbound--could sway the public's opinion and support away from this project. It will be seen as unnecessarily cruel and wasteful...not notions you want associated with your project.

I urge you to take the yellow line off the table and consider either the Red line (using public domain along Fauntleroy) or the Blue Line tunnel option as the only viable choices.

Thank you,

Michelle Johnson

4156 38th Ave SW

206-856-4109

Communication ID: 344811

Name: Gun Utkan

Comment:

To whom it may concern:

I bought my place early last year, and extremely happy with the neighborhood and our relatively new building on the Genesee. I work for a transportation agency and profoundly believe in public transportation in general and particularly light rail in the region. However, if we are eminent domain, I have no desire in living in West Seattle with unusual and unattractive precast concrete guideways running through the heart of our community. This will defeat the whole purpose of living in this neighborhood just like almost all my neighbors and friends. I do in both short run and long term, tunnel is the best solution. Tunnel just like Capital Hill, UW, some part of Bellevue. I do hear and read that tunnel will cost more, but this system and structure is pretty much our future. We have to live with and use for rest of or life. My above floor neighbor bought her place with the money left from her late mother and now just too nervous that our building either will be demolished or be right next to 50 feet high columns blocking our view and most probably make her move somewhere else. Tunnel is the solution. We deserve the same and despite cost, grants and third party funding can make up the difference. Thanks, A. Utkan

Communication ID: 344812

Name: Royce Bixby

Comment:

Hi,

I am a resident of West Seattle living on 32nd Ave SW. Under the most recent amendment to HALA, my property it was previously slated to be rezoned but was revised to be slightly higher density single-family lot.

I am wondering if our location, just half a block from a new station would place the property into higher density zoning, and if so when the decision would be made. I am concerned that a single family home zoning will not be desirable once the station, especially if it's elevated, is built.

Thanks for the information. -RB

Sent from my iPhone

Communication ID: 344814

Name: Anonymous

Comment:

I prefer the tunnel under ship canal option.

Communication ID: 344815

Name: Gary Reifel

Comment:

Highly recommend the tunnel (blue) design. It will be significantly less disruptive to the streets and residents of West Seattle. The elevated designs will disrupt residential and commercial properties west of the Genesee/Avalon intersection. The blue line design is also better positioned for southbound expansion down 41st/42nd or 44th.

Communication ID: 344816

Name: Natalie Graves

Comment:

Please don't move forward with the yellow elevated route in West Seattle. It appears it would take my home. I cherish my neighbors, our street, and community and feel this alt. would severely change our neighborhood and affect many old + new families.

Like the other Seattle neighborhoods with tunnels, we support a tunnel option.

Communication ID: 344817

Name: Jenny Chapman

Comment:

I am a West Seattle resident and a long-term supporter of public transportation. I have 3 main comments:

Is there any way to move the project timeline up? 2030 is a long time away!

2) I strongly prefere the underground options. The above ground options create a much larger negative impact on a larger area businesses and homes in the shadow of the rail will suffer the loss of light and be subject to increased noise pollution. I lived under an elevated BART track and know first hand the impact.

3) I think placing the station as close to California Ave and Alaska is advisable. The junction is the heart and soul of West Seattle. The proximity of a station will ensure the economic vitality of the neighborhood for the next 100 years.

Communication ID: 344818

Name: Barbara Arenz

Comment:

Please do not move forward with the light blue Delridge station location near 26th Avenue. The Longfellow Creek green space is a quiet place with birds in the trees. When I think about the unknowns of what could happen if my quiet neighborhood was replaced by a station, it brings tears to my eyes. I moved to the end of Adams street, such a quiet and peaceful place with the knowledge that light rail service would someday be a great asset to our community. There are many busy streets to creativly place locations (Delridge Way) with areas in the locations of other stations shown that are more like parking lots already. Please don't build a station in the blue location, please pitch another already busy location that directly connects to a transit serviced street. Thank you.

Communication ID: 344820

Name: Jason Franco-Malone

Comment:

West Seattle is one of Seattle's oldest neighborhoods, and one which I fell in love with many years ago, and now that I live here, I couldn't imagine living anywhere else. It's calm oasis away from the city, yet only minutes from downtown. And yet, you don't have to leave if you don't want to, as it has most everything you might need: restaurants, shops, and character.

Light rail is coming, and it's exciting to think that Seattle may one day have a comprehensive mass transit system, and that West Seattle will be part of it. But, this is a big project, and should be done thoughtfully, with maximum effort expended to preserve the character and homes of the neighborhoods being connected. ST3 was, indeed, an expensive and ambitious transit project, but does not provide for the type of expansion West Seattle deserves. But, if we're going to pay for this expansion, and I think we all want to, then we need to do it right. Even if it costs a little more (or quite a bit more). In the end, we won't remember what we paid, but we will be living with the final product, and it should be the least disruptive and best option.

That's why I urge all West Seattelites, and all Seattelites, for that matter, to support the tunnel option over the other two main options (ST3 or the other elevated option carving out Genessee). This project will take many years, and there will be displacement and headache for everyone, but the most important thing is that it leaves us with the most functional and community-preserving rail system we can have. And that is the tunnel option (any three of them).

Communication ID: 344821

Name: Jason Franco-Malone

Comment:

West Seattle is one of Seattle's oldest neighborhoods, and one which I fell in love with many years ago, and now that I live here, I couldn't imagine living anywhere else. It's calm oasis away from the city, yet only minutes from downtown. And yet, you don't have to leave if you don't want to, as it has most everything you might need: restaurants, shops, and character.

Light rail is coming, and it's exciting to think that Seattle may one day have a comprehensive mass transit system, and that West Seattle will be part of it. But, this is a big project, and should be done thoughtfully, with maximum effort expended to preserve the character and homes of the neighborhoods being connected. ST3 was, indeed, an expensive and ambitious transit project, but does not provide for the type of expansion West Seattle deserves. But, if

we're going to pay for this expansion, and I think we all want to, then we need to do it right. Even if it costs a little more (or quite a bit more). In the end, we won't remember what we paid, but we will be living with the final product, and it should be the least disruptive and best option.

That's why I urge all West Seattelites, and all Seattelites, for that matter, to support the tunnel option over the other two main options (ST3 or the other elevated option carving out Genessee). This project will take many years, and there will be displacement and headache for everyone, but the most important thing is that it leaves us with the most functional and community-preserving rail system we can have. And that is the tunnel option (any three of them).

Communication ID: 344822

Name: Andreas Dettling

Comment:

I will only give my ideas for the West Seattle portion because that's all I'm very familiar with. For simplicity I'll use "red, yellow, and blue tracks." I like the red track in every way but I think it doesn't allow for a reasonable expansion past Alaska Junction. I'm really not into the yellow track because of how low it runs through and disrupts Alaska Junction neighborhoods, inhibiting development in a popular area. Being a resident of the Delridge neighborhood, I initially thought the blue track would be the worst. But I think that it would be way more beneficial to run through the rest of West Seattle underground since Alaska Junction and Avalon are where it seems most of the new development is for residential and businesses. If the extension southward from the current plan takes two decades to get to, it will be significantly harder to navigate above ground through all the new development. I think the 42nd street station is the best option for quicker access to California and easier for expansion. I also think the delridge station on the blue track is the most accessible to the most amount of people, being closer to more neighborhoods and closest to the bus stops for the 120/125/50. Lastly, I don't mind that the blue track will take the most space from the golf course, since a tiny percentage of golfers will still have the largest green space in West Seattle. Thank you for reading.

Communication ID: 344823

Name: Billy Hetherington

Comment:

I wanted to say that on the West Seattle/Ballard extensions I would like to see the tunnel option. Sound Transit has done several projects over the past decade that has involved some form of tunneling as a scope of the project. The workforce in Seattle has a strong knowledge of this type of work and feel that this will make this part of the project run smooth and affiant. Tunneling will decrease the surface disruption compared to other methods of construction as well. Thank you for taking the time to listen to my thoughts.

Communication ID: 344827

Name: Susan Titus

Comment:

Light rail is necessary but it's not necessary to destroy the West Seattle neighborhood to run the line. Dig a tunnel. Elevated track is a short term fix to save money at the expense of losing a neighborhood.

Communication ID: 344828

Name: Carey Nickels

Comment:

I am a homeowner on 41st/Brandon, just south of Alaska and have lived in West Seattle nearly my entire life. My house, along with many of my neighbor's houses, are over 100 years old. It is a great family neighborhood with lots of kids who attend the local Fairmount Elementary School. Neighbors get together for block parties, soup exchanges, and other community events. We moved our family to this neighborhood because it is so special and unique and we are proud of it. I am giving this background to tell you why I support the tunnel option (and certainly urge you NOT to position a future station on 41st or 42nd that may someday extend further south). We are excited about the prospect of having Light Rail in West Seattle one day, but we want to make sure it is done right and preserves the communities we love for our families and future generations. An elevated structure taking out large areas of family homes and history certainly won't do that. Thank you for letting me comment.

Communication ID: 344841

Name: Anonymous

Comment:

If you build a tunnel, I will appeal your EIS. - the opportunity cost, which could be more Link extensions, will lead to a large amount of emissions

Communication ID: 344842

Name: Lisa Coon

Comment:

RE: ST3 & MHA

Councilmember Herbold instigated a change in the proposed MHA WS Junction from LR1 & LR2 (3 & 4 story apartments) to RSL (townhouses, etc) purley to make sure that any eminent domain resulting from the elevated option would be cheaper for ST3. She also said that after the alignment was decided, she will reintroduce the first upzones with potential increases.

As what seems to be wildly hypocrtical (someone called it insider trading) would you like to address that

I can send you an email containing transcripts from 2-8-19 & 2-25-19 when she said this

Communication ID: 344843

Name: Benjamin Tromly

Comment:

I urge Sound Transit to develop Red or blue options and to avoid the elevated station at 41st Alaska option. Ideally, the Red (East West) would be best, as it would cost less and route light rail to a transit hub with minimal residental effects. If this option is note feasible, please route the Light rail to one ofo the thee Tunnel stations. These options would cause some disruption for residents of the neighborhood but would not displace a large number of residents and tear up a residental area. The tunnel option would leave in place a vibrant neighborhood; the additional cost would be worth it.

Communication ID: 344844

Name: Richard Lazeres

Comment:

Crossing the Duwamish Crossing on the south side of the West Seattle bridge will adversely (probably wipeout) a [illegible] rookery and transverse the steep slope on pigeon ridge impacting houses (people) and the West Seattle bike path.

The elevated routes into West Seattle impact more people and more businesses than the tunnel option. Significantly more. The impact on these people and businesses is hard to measure. I much prefer the tunnel option.

The elevated option on Oregon will have a significant impact on traffic flow east-west through the junction.

The cost of the tunnel option is a small price for something that will impact West Seattle for many years. The added cost on peoples lives of the elevated station option is unacceptable.

A station on 44th will adversely effect the already very challenging parking in the junction, adversely affecting businesses in the junction.

Communication ID: 344846

Name: Greg Gracey

Comment:

Tunnel option should be the only option going forward. Alaska & California should be the prime location for the last station.

The elevated station will have heights 80 feet which would be subject to delays and/or closure in high gusty wind conditions.

Very concerned with safety to enter or leave stations from dusk through nighttime.

Funding should consider the health of the West Seattle neighborhood. West Seattle traffic is almost impossible now and the next few years will be impossible. An elevated structure will impact traffic and driving times w/in West Seattle.

Communication ID: 344847

Name: West Seattle Transportation Coalition,Anonymous

Comment:

Do not build a tunnel. The views of a couple jackasses who own very expensive property do not merit a 700 million dollar tunnel. Imagne the opportunity cost! We could extend rail further south for that kind of $

If the WS Transpo Coalition wants to fund the thing w/ bake sales, then go ahead.

Communication ID: 344851

Name: Matt Clark

Comment:

Tunnel or the purple route back on the table - save 25th + 26th!

Don't destroy this neighborhood

Did I say purple

Communication ID: 344853

Name: Rik Keller

Comment:

The retired “purple line” should be included in the EIS to see if it isn’t affordable vs existing alignments.

Communication ID: 344855

Name: Kristi Schurman

Comment:

I like the tunnel option. I prefer the green space not to be impacted.

Having the rail along 15th Ave W. I am concerned by the impact to the left-turn (center) lane

Communication ID: 344858

Name: Theresa Neinas

Comment:

Purple line back on the table or tunnel

I live in between red/yellow + blue

that will destroy our neighborhood

keep 25th + 26th untouched.

Communication ID: 344862

Name: Wesley Lin

Comment:

I think that a 15th Ave station probably makes more sense as it's close to the rest of Ballard. A high fixed bridge is definitely preferred over a moveable bridge - to cause for train delays. Though, the high fixed bridge alignment leads to 14th, the tunnel to 15th could work too, though the costs do seem prohibitive.

Cut and cover station at 5th avenue in international district would be the most convenient for businesses and users in the long run or the mined station's depth would require lengthly escalators.

Communication ID: 344863

Name: Andrew J

Comment:

What the focus has to be RIDERS! Sound TRANSIT build's public transportation, and that should be the focus. Homeowner impacts can only be secondary to those needs of riders. That is why I support the following:

High bridge – should be like WS bridge/movement of bridge isn't acceptable at all.

South bridge alignment – it is $300 cheaper, and that $$ could be spent on more transit rather than otherwise unimportant matters.

No tunnel - $700 million can be spent on more transit rather than aesthetics.

Focus on expandability – WS elevated alts bring this at lowest cost.

Seattle will absolutely not fund this BS tunnel

Communication ID: 344864

Name: Bri'anna Smith

Comment:

Keep the integrity of the neighborhood on 25th-26th between Genessee and Dakota by moving the rep line west on Delridge into the Pigeon Point hillside OR bring back the Purple routing option.

Station in the Delridge CC Park & Golf Course.

Communication ID: 344879

Name: Gail Dykstra

Comment:

I strongly favor the tunnel option due to a combination of more effective land use; less impact on water; less impact on Fisherman's Terminal.

However, I want to see a more detailed street-by-street analysis of the impact on neighborhoods. I live in a neighborhood that will be greatly impacted by any elevated crossing. (I live on 14th West / Nickerson & 14th / Emerson).

The "Representative" / along 15th is totally out of the question because of the immense impact on transportation patterns and the high use of 15th by buses, people using 15th to get from Ballard area to downtown.

Communication ID: 344880

Name: Paula Wanska Smith

Comment:

Hello Sound Transit scoping committees –

As an addendum to the email I previously sent you, I am [illegible] opposed to a station at 44th and Edmunds/Alaska, whether above or below ground. As a station, it will bring the myriad of problems and disturbances a transit station brings – congestion, noise, parking problems, influx of transients. It is adjacent to single family homes to the west, impacting safety and quality of life. On the east side it is adjacent to the businesses that make up the West Seattle Alaska Junction and will disrupt the flow of businesses and customers. And it is right in the middle of the iconic historic Junction district, destroying the ambiance of the community, the activities and gatherings we now enjoy. The West Seattle Alaska Junction will become just another transit station. Please eliminate this station from your list of options. Thank you.

Communication ID: 344881

Name: Brian Judd

Comment:

Sound Transit must study the tunnelling options through Pigeon Point and Genessee going through the North Delridge neighborhood. Due diligence must be performed to reduce impacts to neighborhood housing.

Please prioritize options that cross our Delridge playfield and the WS Golf Course to preserve the affordable housing available in the neighborhood. Seattle Parks and Recreation can make the adjustments like they have with other park properties.

Level 3 alternatives - The Yellow option is the best of the three on display - balances various needs well. The red option is also decent. The blue option is unacceptable within a greater context of a citywide shortage of affordable houses. This is not appropriate to do to a neighborhood that generally supports light rail.

Communication ID: 344882

Name: Allison Huerta

Comment:

To preserve our neighborhood, please consider:

higher rail/station structures to lessen noise, trafifc and optical impact

utilizing routes that disrupt as few homes as possible (i.e., no Blue line)

IF homnes are taken/needed please consider the families AND if homes are not needed but close to the 10FT min please consider the traffic impact for single family homes.

Additionally [drawn arrow pointing up at previous bullet], please consider evaluating properties needed with greater radius impact (i.e., more than 10FT min!!)

Please reconsider Yancy St station (pink)

Our preference: #1 Pink, #2 Orange, #3 Red, NO! Blue

We love our neighborhood and want to continue to raise our family here! Thank you :)

(please keep seattle affordable not push us out.)

Communication ID: 344884

Name: John Hawkley

Comment:

Why not route it along the W. Seattle bridge at Spokane near the fire station, existing bus access, existing park + ride. It would serve Delridge with a short walk, Admiral from up the hill, + Alki. No homes would be displaced. Put it North of the Nucor Steel plant.

Communication ID: 344885

Name: Jeffrey Davis

Comment:

Prefer tunnel into Ballard because elevated lines are unsightly and can be noisy

Between the Green + Brown options, prefer going down 15th because it will server more homes + businesses. The Brown station at Dravus + 17th is almost pointless

BUT going over the ship canal by drawbridge is downright CRAZY!!! You will have to staff it -- expensive -- and you will never keep the trains on time! Better yet, do the tunnel.

Make the Ballard Station (subway or elevated) at 15th, not 14th:

easier to extend in future

easier for kiss & ride drop-offs

easy access to Rapid D for those going further north

Communication ID: 344886

Name: Andrew Stephenson

Comment:

I plan to live in Ballard in 2 years.

Ballard must be underground. I believe extra cost is justified if it improves the quality and experience of the alignment. I would be absolutely infuriated waiting for a drawbridge to close on my way home.

I prefer tunnels, the same way I prefer I-5 to be lidded and bus stations to have canopies. Rider experience is everything.

Communication ID: 344887

Name: Brian Slininger

Comment:

Don't let short-term disruptions get in the way of long-term benefits---keep the new part of the International District station at a low depth to make transfers easy.

I like the blue route through South Lake Union and Lower Queen Anne the best, but I think it would be better if the Denny Triangle station could be moved a little further east (to near John and Boren) to increase the area covered by Link and avoid duplicating the streetcar service.

Through SODO I think at-grade along the busway is the best to keep costs lower and make transfers easier

Station name suggestions:

"Denny" --> Denny Triangle

"Seattle Center" --> Lower Queen Anne/Seattle Center (it will be quite far from Seattle Center and not as convenient for tourists as the monorail---tourists will mainly be coming from downtown)

"Midtown" and "Smith Cove" --> ? These names are not well known now but often new stations give new popular names for areas. See Othello for example.

Communication ID: 344888

Name: Peter Locke

Comment:

Do not come up 14th - the East Ballard Community Association has been working for over a decade to transform 14th Ave NW into a community focused resource, whether this is a new park i.e. Gemenskap Park, or more industry [illegible] south of Market. This row is seen as a tremendous resource for this neighborhood and should not become just a new transfer corridor.

Considering long term alignment + expansion, 14th Ave NW does not seem like a good choice w/the high school basically blocking any northern expansion.

Thank you,

Peter Locke

Communication ID: 344889

Name: Peter Hoppner

Comment:

I am from Pigeon Point, West Seattle.

I, along with many others, would like to hear a fuller explanation of why the purple line option under Pigeon Point is not being further considered. If cost is the factor, we should be able to see what exactly goes into the construction estimates, since our understanding is that those estimates are only at a 5% completion at this time. It looks like land acquisitions and routing issues around Pigeon Point would be very great on orange, red and blue whereas a straight

shot under Pigeon Point would mean minimal displacement, steep slope issues and perhaps even traffic disruptions not only during construction but in conjunction with the Delridge Station as well.

Will Sound Transit please schedule another Pigeon Point meeting to discuss these issues?

Communication ID: 344891

Name: Art Lyell

Comment:

Tunnel would appear to be the single best option. Too many historical homes would be impacted by the other alternatives.

Communication ID: 344892

Name: Anonymous

Comment:

Prefer a Tunnel in West Seattle and the least community impact - no train is an option if the preferred choice is deem not feasible by the EIS.

Take the time required to select the option with the least amount of destruction and impact to our neighborhood.

As described in July 2018 I prefer the YANCY STREET/WEST SEATTLE TUNNEL option be included in the EIS and put forth as the option to be study to make it possible.

I would now vote for no light rail in west seattle and I am a 25 year resident that owns a home and pays taxes.

Communication ID: 344893

Name: Anonymous

Comment:

Prefer the YANCY STREET/WEST SEATTLE TUNNEL option be included in the West Seattle EIS

Communication ID: 344894

Name: Vera Richards

Comment:

West Seattle Option 3 end to end elevated link rail through 41st street will ruin the charm and community feel this neighborhood has. West Seattle deserves the same consideration as were given to other Seattle neighborhoods when planning rail and tunnel should be the correct solution for West Seattle too. Do not hurt our residential neighborhoods with poor planning which will destroy the quality of living when tunnel is an option which can keep that in tact.

Communication ID: 344895

Name: Natassia Stelmaszek

Comment:

I know that it will take longer and cost more but I truly believe that the best solution for Seattle is to have the tunnel to Ballard. My first choice would be to have the station at 14th but the station at 15th would also be acceptable.

Communication ID: 344905

Name: Donald Liu

Comment:

I am a resident of Chinatown and attended the ST town meeting held in Union Station on March 13. I would like to give you my preferences for the location of the new Chinatown/ID station for the West Seattle Ballard Line. As one of the top priority concerns for those of us working and living in Chinatown is the destruction to small businesses and disruptions to Chinatown residents that the station construction will cause. To mitigate such destruction/disruption I strongly recommend the 5th Ave S Shallow Station option as the first choice selection since the detour period is a reasonable 4 months. My second choice selection would be the more costly 5th Ave S Deep Station option as there is no detour period. Both of these choices are far superior over the ST3 representative Cut and Cover Tunnel option, which is completely unacceptable because of the lengthy 1.5 year detour period. Having Chinatown businesses and its residents deal with detours due to ongoing surface construction for 1.5 years will destroy Chinatown as a destination for tourists and Seattle residents. They will just avoid coming to Chinatown during the 1.5 year construction period. It is a too high a price to pay for Chinatown residents and small businesses, many of which will go out of business and never come back if the detour period is 1.5 years!

I trust Sound Transit will seriously consider my concerns and recommendations as it moves forward in the planning process for this most important project for the people of Seattle, and Chinatown in particular.

Communication ID: 344910

Name: Anonymous

Comment:

YANCY STREET/WEST SEATTLE TUNNEL

Preferred Route for the EIS Study as defined in July 2018

Endoesed by the Council Representatives and the SAG as preferred by the Community

Communication ID: 344911

Name: Ryan Kellogg

Comment:

I encourage options where the Ballard Station is located further west, and the canal crossing in either underground or high fixed bridge. Please no draw span! Of the high fixed bridge options presented, I love the cable suspension option. Adds a nice architectural detail.

Communication ID: 344912

Name: Pete Delaat

Comment:

Why not the West Seattle?

The Sound Transit light rail tunnel and below grade station option has turned out to be a terrific idea for Capitol Hill. The tunnel and below grade station option has also turned out to be a terrific idea for the University Station.

Even though neither of these stations is located in a primarily residential area.

Both the proposed Avalon and Alaska Junction stations are located in the same primarily residential area, possibly the largest primarily residential area in the entire city of Seattle. Considering the totally out-of-scale profile and noise that would be generated by an elevated train alignment, why would we not choose a light rail tunnel and below grade station at both Avalon and the Alaska Junction?

As lifetime resident and avid supporter of the tunnel option into West Seattle, King County Executive Dow Constantine has stated, the addition of light rail to the West Seattle neighborhood is a hundred year project in that whatever we do now is going to affect our neighborhood for a very long time. An elevated alignment, although the least costly among the remaining alignments being considered, may turn out to be a decision that many of us will live to regret.

It is incumbent on Sound Transit to do whatever it takes to get it right, whatever the cost.

Communication ID: 344913

Name: Pete Delaat

Comment:

If it turns out that the additional costs of a tunnel alignment and below grade stations are the only obstacle that would prevent Sound Transit from choose a tunnel option in West Seattle, perhaps it might be in our long-term best interest to delay any light rail construction beyond the Delridge elevated station until such a time (ST4?) where such additional funding can be procured.

As lifetime resident and avid supporter of the tunnel option into West Seattle, King County Executive Dow Constantine has stated, the addition of light rail to the West Seattle neighborhood is a hundred year project in that whatever we do now is going to affect our neighborhood for a very long time. An elevated alignment, although the least costly among the remaining alignments being considered, may turn out to be a decision that many of us will live to regret.

It is incumbent on Sound Transit to do whatever it takes to get it right, whatever the cost.

Communication ID: 344914

Name: Cameron Moores

Comment:

West Seattle can NOT have an above-ground station oriented from north to south between either 41st, 42nd or 44th street! It would DESTROY the character of our neighborhood.

We are for more transit and would support a tunnel option that would help to protect and preserve our neighborhoods.

Communication ID: 344915

Name: Lee Baker

Comment:

As a resident of 41st Ave SW, the tunnel is clearly the only way to save our neighborhood. My husband and I have worked for over a decade restoring our 1919 craftsman home. Our neighbors have done the same with their century old homes as well. The homes on 41st should be preserved for historical significance not torn down for structure that will destroy the communities heart and soul.

Communication ID: 344916

Name: Marguerite Lynch

Comment:

No above ground transit. This would have a negative effect on our neighborhood. Keep it underground like capital hill.

Communication ID: 344917

Name: Pam Mandel

Comment:

I REALLY want light rail in our West Seattle neighborhood. I'm also keenly aware of housing costs in this city and using people's homes to give the city rail -- I don't understand what they get in return, but I'm not sure this is the right thing to do. That's why I'd like the tunnel option first. It costs more, but it's the right thing to do. We desperately need better transit in this city. Cap Hill got a tunnel, we can too.

Communication ID: 344918

Name: Nell Beedle

Comment:

Multi-modal means easy access to/from many modes of transit to/from a central point. The Central Interbay, tunnel under ship canal, then 15th Ave W station option is a truly multi-modal option, especially with an underground station that allows peds to exit/enter on either side of very wide, very busy 15th Ave W. It's busy for a reason! It is the transportation gateway to new and old Ballard, and Freelard, where I work. Plus, we expect the Magnolia Bridge to come down, and bike/car/ped traffic to be completely reoriented along the edges of Interbay.

Put the riders first!

Communication ID: 344919

Name: Elizabeth Lowell

Comment:

My concerns with the options that call for increase costs are that the work will never get done, or create an even greater tax burden on households. However, I believe minimizing property effects and most importantly, the options for maximizing ridership and increasing services in the future are worth the higher costs.

For Interbay/Smith Cove, there seems to be a lot of attention paid to the new Expedia headquarters. I wonder, how much are they paying in taxes? Or did the City give them tax BREAKS to encourage them to re-locate there...

My preferences for options are as follows:

West Seattle - ST3 Representative Project

Duwamish Crossing - North route

Sodo - 5th bored tunnel cut & covered station

Downtown - 5th/Harrison/Republic route

Smith Cove - ST3 Representative Project

Ballard - Salmon Bay fixed bridge

Communication ID: 344920

Name: Susan Tregerman

Comment:

It is with great dismay that I learn of plans to bring the light rail into the Junction. This disrupts the community and people who have worked so hard to build this neighborhood and continue to do so.

Options to keep the light rail away from the neighborhood was what I originally supported. Please reevaluate your plans. No, no, no.

Communication ID: 344921

Name: Kathleen McNamara

Comment:

My comment aligns perfectly with those of my neighbors with whom I have discussed this project. No one wants an elevated train platform to run through neighborhoods. It is far too invasive option. We all want a tunnel to service West Seattle. #teamtunnel

Communication ID: 344922

Name: Jennifer Largent

Comment:

I'm excited about light rail coming to West Seattle. However the tunnel option is the ONLY acceptable option. From the standpoints of population density and environmental impact, it is important to bring this great public transportation to our neighborhood, but we must commit to doing so in a way that will avoid severe negative impacts to the character, house values, and natural beauty of our West Seattle home. Tunnel light rail is the only way to go!

Communication ID: 344923

Name: Patricia Oceana

Comment:

West Seattle needs a tunnel NOT an elevated train, our property values and well being are just as important as Capitol Hill, Beacon, Hill, and U-district. Please do not destroy our neighborhood for transit, we can have both with a tunnel..

Communication ID: 344924

Name: Karen Eckert

Comment:

Tunnel in West Seattle, not run an elevated line.

Communication ID: 344925

Name: Joseph chen

Comment:

This is Joseph from West Seattle.

In regards to your future plan for light railing heading to my district, please consider going tunnel instead of above ground. I do NOT want a high rise rail that'd potentially destroy homes.

I understand the desire for a cheap and quick result, but the rapid gentrification in Seattle is killing the culture, and unhealthy for locals to adapt. Slow down, for the sake of residents who've been living and building Seattle atmosphere since before rich realtor and out-of-state professionals exploit us.

Please go tunnel.

Communication ID: 344926

Name: Marius Ciocirlan

Comment:

Hello,

My name is Marius and my wife and I own a condo at the Luxe Condominiums at 500 5th Ave West. I recently heard that in the future the light rail might built very close to our building or potentially even require the removal of our building. We only recently moved into our building about a year ago, we plan to have a family soon and are excited to be part of this community for many years to come. We'd be heart broken to have to move or have to live next to a noisy light rail system. I hope that the light rail can be build along the main street of Mercer or some other area away from our residential area.

Thank you so much for your consideration. I hope to hear more about this project.

Communication ID: 344927

Name: Christina Scullin

Comment:

I'm appalled and insulted that the above ground option is being rammed down our throats by individuals that will not in any way be impacted by this option. It's called too bad. I got mine by narcissistic jerks that planned this route. They don't care about ruining the lives of individuals who have actually invested in this neighborhood. The tunnel is the only option. The money is available. There is no reason why West Seattle should be treated any different than Capitol Hill or the University District. I guess the committee thought we were the red headed step child and were too stupid to recognize that. THE ABOVE GROUND RAIL IS NOT AN OPTION UNLESS YOU WANT IT OVER YOUR OWN HOME, WHICH WE ALL KNOW THAT IT IS NOT. THE TUNNEL IS THE ONLY OPTION.

Communication ID: 344928

Name: Pat Ennis

Comment:

The idea of building an elevated rail through a residential street in West Seattle is wrong for several reasons. A lot of the homes here were built over 100 years ago - there is a lot of history here. Homes share a style that simply can't be replaced. To destroy that is wrong. The neighborhood Is diverse with young and old alike living side by side. To destroy that is wrong. And what about the noise from an elevated light rail running through a residential street? Unimaginable. I built a DADU behind my house so I could afford to retire here. I can walk to stores and restaurants keeping me healthy. What will the value be if there is the potential for an elevated rail line through the neighborhood? Causing a loss of housing value is wrong. Isn't the object of light rail to enhance the neighborhood? You've built light rail tunnels in other neighborhoods, so do it in West Seattle as well.

Communication ID: 344929

Name: Kathleen Sifferman

Comment:

Where can I find street plans for the several options being considered? What streets

will it run along, where are the stops, where is the parking?

Who is expected to use it? Will the parking be limited to commuter use only? Or

will there be enough parking for people on their way to shop or do errands during

the work day?

Thank you.

Communication ID: 344930

Name: Leslie Hale

Comment:

Please do not put in an elevated line in West Seattle. You will ruin our neighborhood. With the current “housing shortage,” AND wanting to preserve the character of the neighborhood, an above ground, elevated line would destroy the residential neighborhood. I feel very strongly that in order to preserve the character and continuity of West Seattle, a tunnelshould be used. Do not put an elevated line here!

Communication ID: 344931

Name: Dante Leon

Comment:

EIS - Ballard Extension

Is it possible to include an estimate of the effect on traffic due to the project construction for each of the alternatives.

It would be good to have an idea on delays on the thoroughfares and adjacent streets.

Thanks,

Communication ID: 344932

Name: Nancy Fry

Comment:

I like the Yancy Street option but with a few changes. I like the idea of running the light rail along Andover Street on the south side of the steel mill, and then tunneling through near Yancy Street. This would have the least impact on our residential neighborhood, and would have the added benefit of cleaning up Andover Street. We could put the station on the corner of Delridge and Andover, either in that small strip mall on Delridge or across the street on the property with that corporate office building that flies the huge American flag. That way busses would be able to get riders very close to the station. I understand that this would impact businesses--potentially those in the strip mall, the gym, the steel mill, and the corporate office building with the big flag. Also, during construction the steel mill would have to find creative ways to get its trucks on the road. But I like the idea of the least impact to our sweet North Delridge residential neighborhood. Thank you.

Communication ID: 344934

Name: Becky Pierce

Comment:

I think it's tragic to have the light rail path destroy a lovely neighborhood in West Seattle. I strongly recommend the route that is the least disruptive to people homes. Thanks for listening.

Communication ID: 344935

Name: Ryan Surface

Comment:

If underground lines work so well in Capital hill and the U District why not in WS? I have been on the downtown to UW line and it was great, why tear up streets and neighborhoods in WS when you already have a blue print for success that doesn't involve taking out someones residential street???

Communication ID: 344936

Name: David La Raus

Comment:

Topics to study in the Environmental Impact Statement:

I am extremely concerned about a number of issues relating to the recently-proposed "yellow line" alternative for the Junction area. Please consider the following issues for the EIS in terms of elevated vs below-ground impact:

NOISE AND VIBRATION - coming from Chicago, I am all too familiar with the disruptive roaring and shaking that comes from elevated trains, which has a huge impact on nearby residents and pedestrians.

LOSS OF HOUSING - we already have an issue in Seattle with a lack of housing; an elevated option will take a large number of housing lots out of use.

EARTHQUAKE IMPACT - in the event of an earthquake we must consider not only the durability of raised tracks and the potential need for repair but also the potential for danger to the riders and also potential for very hazardous debris to fall on people or buildings or cars below.

VISUAL IMPACT - an elevated option has not been used through a residential area in Seattle before. It will fundamentally change the character of the neighborhood for the worse.

CRIME AND POLICING - open areas under tracks attract homeless camps which lead to need for additional policing, and other safety issues such as sanitation.

All of the above issues with the elevated yellow line will also contribute to decreased property values as well as decreased tax revenue.

Communication ID: 344937

Name: Kyle Prete

Comment:

I think a tunnel makes the most sense and would gladly pay a higher property tax in order to fund it. Any of the 3 route options for tunnels seem fine. Having a north-south orientation is best for the future, but I do NOT want to have an elevated train over my house. Please avoid the yellow option!!

Communication ID: 344938

Name: Kaitlyn Prete

Comment:

The tunnel options make the most sense for West Seattle. Specifically the option for 44th street considering how close it is to the Junction. The elevated option would destroy residential properties and the feel of West Seattle. The North/South orientation and potential extension to Burien is very exciting. I would gladly pay increased property tax to have the tunnel underground and done right. It's what is right for WS in the long run and worth the extra cost.

Communication ID: 344939

Name: Gabriella Moller

Comment:

Greetings,

I am writing to offer my comments about the Salmon Bay Crossing and the Ballard Station. Personally I favor the tunnel option with a station at 14th because, while significantly more expensive, it seems to have fewer potential effects on water, property and business, and because it seems to be a more reliable route. I am not in favor of the movable bridge because I believe transit should be quick and efficient and not have to wait due to a raised bridge. I also do not like the visual effect of the higher, fixed bridge.

During the next phase of this process, I would want to ensure that all options are evaluated with the prospect of future extensions in mind - making sure that whichever option is ultimately selected will enable smooth continuation of the line further north, and making connections east-west.

Thank you,

Gabriella

Communication ID: 344940

Name: John Tougas

Comment:

Although I reside in the Lynnwood area, I am a registered parishioner at St. Alphonsus Church in Ballard and so I am in the Ballard area a couple of times each week, and very close to the proposed location for the Ballard Station (Terminus), so I WILL be personally affected by whatever decision is made regarding its eventual location.

I would STRONGLY recommend adopting the 14th Ave. NW location option (colored BROWN in the pdf project illustrations) rather than the 15th Ave. option. I am convinced that it would prove MUCH LESS DISRUPTIVE to the entire neighborhood BOTH during the construction phase AND after the station becomes operational. It would also mean (if I understand the proposal plans correctly) that the bridge to be constructed to the south, spanning the Ship Canal/Salmon Bay (whichever design is adopted), would be of the "high-rise" type, and therefore never require "opening" for marine traffic (which would have the potential of causing possible temporary delay/disruption of rail service whenever that becomes necessary--as it inevitably will--not to mention the need to employ any attendant personnel monitoring boat traffic (unless the system is totally automated?), nor the ongoing (permanent) maintenance budget costs for the machinery operating the draw-span required on a lower bridge design).

Considering that 15th Ave. is already the principal north-south thoroughfare through this whole area (for existing Metro Transit, bicycles and pedestrians, besides automobile traffic), it seems very clear that installation of the required support pylons for the elevated "rail bed" would result in untold and ongoing (permanent) navigation/congestion difficulties/problems (e.g. increased collision hazard, reduced [blocked] visibility at regular intervals, etc.) around the pylons themselves, regardless of how they are designed/constructed. This practical consideration alone (and there are many others, I am sure) makes the 15th Ave. option a POOR CHOICE all around in my estimation.

The inevitable increased pedestrian traffic volume in the vicinity of the terminal-station brought by the new rail service will be ONLY ONE BLOCK off the "main drag" where most businesses are located, surely not any great inconvenience or hardship for such travelers. Additionally, I believe the number of people using the rail service would be more easily accommodated by the "side street" neighborhood location (14th Ave.)--rather than dangerously "forcing" even more pedestrian congestion (and tragic pedestrian-vehicle accident potential) directly onto the already heavy-traffic spot (intersection of 15th Avenue NW & NW Market Street) required by the less-desirable 15th Ave. alternative.

I do not currently use public transportation (and haven't since the late 1970s) simply because there are/were no reasonably convenient routes/connections going where I needed to go, so for me it was just not a viable option. But I am now looking forward to the new possibilities brought by the new light rail system! I very well may become a new passenger-advocate for public mass-transit in the not-too-distant future.

Thank you!

Communication ID: 344941

Name: Kairsten Wydra

Comment:

I am deeply concerned about the elevated rails . The neighborhoods in this area are already struggling with their identity and split by main roads, street noise, big box retailers, large housing complexes, and industrial warehouses.

The underground tunnel option will allow these communities to maintain the little identity they have left. For this reason I prefer the underground tunnel. Please consider this.

Communication ID: 344942

Name: Tamsen Ladwig

Comment:

This is absolutely outrageous. Going through residential neighborhoods, taking parts of peoples yards and putting a light rail in front of peoples homes that they have worked their whole lives for. What the actual fuck. This should not be happening!!! If the viaduct could be taken down and a tunnel put up in its place, you can certainly put a tunnel in, instead of taking down the value of residents homes and low balling them. WE, the people of seattle do not deserve this.

Communication ID: 344943

Name: Tamsen Ladwig

Comment:

WE, the people of seattle do not deserve this!! This is completely outrageous putting a light rail up through residential streets, taking parts of peoples yards, and significantly lowering the value of their properties!!!!! Not to mention low balling them for the price of their homes when they attempt to move. If the viaduct could be taken down and a tunnel put up in it's place, sound transit can certainly put a tunnel in instead of a towering light rail in front of family homes.

Communication ID: 344944

Name: Anonymous

Comment:

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities.

West Seattle wants the option with the least impact on the established community.

Review the YANCY STREET/WEST SEATTLE TUNNEL option as preferred in the EIS – regardless of the ST option.

Two stations inside two miles are more than necessary, to provide commuting convenience for a limited number of existing residents.

Not required to uproot the Alaska Junction for a station, it is not required to have a train stop at each and everyone's front door. Further extensive service down Delbridge and to white center would be more acceptable than entering the Alaska Junction that has and adequate bus station.

Remove no residential homes.

Rule out street level and elevated anything.

Take however long it takes, the convenience the commute of a privileged few, is not more important.

The option to not drive a train into west seattle is a possible result due to feasibility.

We have already thrown good money after bad with monorail boondoggles and viaduct nightmares.

Maybe try telling the truth about the challenges of the geographic terrain and that the entire state should not have to pay for the commuting convenience of the precious few that don't know how to take the bus or drive.

Stop trying to sell an option for a street level or elevated option to an established community that does not want it at the expense of making residents homeless.

Communication ID: 344945

Name: Evan Clements

Comment:

This is beyond messed up, taking bits and pieces of people's property then selling them short when they want to move. No one wants to buy property when they step outside & see a towering light rail going through their yard. Sounds real appealing to potential buyers. Build a tunnel, not destroy properties.

Communication ID: 344946

Name: Schuyler Markey

Comment:

While I am not personally effected by the proposed lines to west Seattle, many friends are. I attended your meeting in West Seattle, and left the meeting with a feeling of disconnect on the part of the city.

I understand that costs associated with the project are paramount, and saving money is ideal for the city, (700+ million). However, the fact that this 'saving' would displace 90-120 families in the process is DEPLORABLE. Let alone that the 'settlement' paid to each home owner would be well below fair market value!

In my opinion, and the opinions of several other West Seattle residents, this project is unnecessary. Improve the bus system. Don't waste money and displace families in the process of 'progress'!

If the proposal that was voted on and passed was the one that you were going with I would have no problem. However, the fact that the city is not going with what was originally passed by tax paying voters, and is instead looking for a new plan is terribly non-transparent.

I was once proud to call myself a Seattle resident. But with things like this going on, I am no longer....

Communication ID: 344947

Name: Anonymous

Comment:

Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Consolidate Avalon and Delridge Station

Lessen the impact to Alaska Junction and Delridge

Better orientation for future southern extension

Take no homes. Prioritize Tunnel option only.

Focus ST effort on the solution the community prefers. West Seattle is not interested in a street level or elevated eyesore

Stay out of the Alaska Junction

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority

Communication ID: 344948

Name: Ryan Wecker

Comment:

We would rather have a tunnel. Fire up big Bertha and get moving on this.

Communication ID: 344949

Name: K Dacey

Comment:

Please build a tunnel to connect West Seattle. For the wildlife, for children and the importance of being able to connect to nature and hear birds singing for example, for property values and small business success.

Wildlife will suffer exponentially from additional above ground noise and the additional stress of an above ground train in the junction area.

The peacefulness of West Seattle will dramatically decline if the train is put above ground.

There was a shooting a few days ago, a few blocks from where the above ground train would be. This was an unusual thing to happen in this mostly peaceful and respectful area of West Seattle. However things are changing here quickly, as more high rise condos and apartments go in. The community can feel the pull/pressure and most wonder which

direction things will go. An above ground train so close to the junction area, when it's already feeling such tension from rapid growth its infrastructure can barely manage, would destroy property values, local businesses would suffer and stress levels for individuals and families would increase. My daughter can already hear the train down in Sodo from our house and it's unsettling. An above ground train would absolutely destroy any feelings of being connected to nature that we try to embrace here.

West Seattle needs a tunnel. A tunnel would allow more connection to nature, keep West Seattle thriving economically -both in property values and business revenue - but perhaps most importantly to me, it would decrease the amount of stress both wildlife and people would experience. A tunnel wouldn't impact wildlife or stress levels for people at all. An above ground train would be devastating to the animals here who are increasingly displaced as more and more development occurs. and an above ground train would dramatically increase the amount of stress children and families in the neighborhood feel.

Communication ID: 344950

Name: Kimberly Peterson

Comment:

Dear Sound Transit,

A neighbor a block down from me knocked on my door today to inform me about the scoping project coming down 41st Ave SW, the street on which I live. Hearing that was like an electric jolt to my system. I was horrified to discover that my house may be subject to eminent domain to make way for the light rail system.

I take the bus to work downtown Monday through Friday and love the Metro Transit Bus System! I do have an issue with the light rail coming to West Seattle and to my street in particular.

Five years ago, on February 23rd, 2014, David Peterson, my husband of almost 23 years, was murdered during a mugging for his cell phone in Greenwood. In the blink of an eye, my world was changed. My loving, caring husband who I love so much was gone. We had moved to Seattle with the dream of finally owning a home. Little did I realize that the life insurance policy I always paid for would be used to purchase my first home. I have always felt this was David's last gift for me. I am crying while typing this.

Please don't rip away my home, David's gift for me. He always wanted me to be taken care of and I don't know what I would do, or even be able to afford another house. I planned on staying here forever. My little house built in 1922, although poor consolation for the loss of my husband, is what remains.

I beg you, please, do not eminent domain my street, house, or put a light rail in my front yard.

Sincerely,

Kimberly D. Peterson

6018 41st Ave SW

Seattle, WA 98136

206-550-2070

Communication ID: 344952

Name: Anonymous

Comment:

It is not acceptable to tear down homes in West Seattle.

Pursue the YANCY STREET/WEST SEATTLE TUNNEL option to implement with the least amount of destruction.

I do not believe that the majority of voting residents in West Seattle want anything other than a Tunnel, stay out of the Alaska Junction, trash the least amount of residential neighborhoods, Three stations are ridiculous as though this were the only kind of transportation.

If West Seattle Resident voters voted today I suspect there would not be a majority interested in light rail, literally bulldozing the community.

No light rail is an acceptable option if geography is not feasible.

Or you could apply your effort to somewhere much, much, much further away like not in king county.

Communication ID: 344977

Name: Lilium Rajan

Comment:

I am a huge fan of light rail and regularly take the bus from West Seattle to the nearest station to get to UW. I am looking forward to the opportunities light rail will bring but am very concerned about the impact that an above-ground route would have on the character of the neighborhood. I have been impressed by how well integrated the underground light rail stations feel in the neighborhoods where they are located and I strongly believe that West Seattle deserves a similarly integrated transit option. The possibility of running a rail line on what is now a residential street would devastate the area. I live in the Fairmount Park area and regularly walk through and across the proposed streets that light rail would take over. None have the feeling of corridors in the way that MLK and Rainier do (where the above-ground stations are located in the current line). West Seattle deserves the same consideration of its existing character and community needs in bringing transit to its growing population. We need an underground. Thanks!

Communication ID: 344990

Name: Kevin Montez

Comment:

I believe that the Ballard and West Seattle segments should be elevated, as doing so would reduce the likelihood of construction delays and would make future extensions of those segments easier than tunneled alignments would. Also, Chinatown-International District Station should be shallow and located on 5th Avenue to allow for easier transfers to

and from the existing light rail line. If the deep station option is chosen, it should have a large number of high-speed elevators (similar to the ones used at Beacon Hill) in order to facilitate quick vertical movement. Finally, the Salmon Bay crossing should be a high-level fixed bridge, since a moveable bridge would result in more service interruptions.

Communication ID: 344992

Name: Janine Rees

Comment:

Evalutate all aspects of noise including impacts of all construction and operational noise of stations and trains.

Descrie effective mitigation of noise from constrction and operation of light rail.

Do octave band analysis of noise from current construction elsewhere in the system and also do octave band analysis of operational noise. Use data to select mitigation based on frequence.

Use recognized noise expers in evaluation assessments and mitigation studies - take real-time readings noise at current worksites and propose mitigation using recognized noise and vibration dampening techniques.

Identify and evaluate shadows, shading and public view losses for all elevated options during all months of the year.

Communication ID: 344994

Name: William Wellington

Comment:

I believe the underground options for West Seattle as described in "West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel" will be better suited fro the West Seattle community. With things already being congested in the area, removing surface streets and/or homes to make space for light rail is not a great way to move forward. Keeping the light rail underground in West Seattle is the best way to alleviate congestion and maintain the neighborhood feel of West Seattle.

Communication ID: 344996

Name: Daniel Brovaly

Comment:

I prefer the elevated 15th St. Station if 14th is selected then there needs to be significant improvements to crossing 15th at Market. It takes a long time to get in and out of a tunnel station. I prefer the movable bridge option. Train rides can be scenic and enjoyable - a tunnel would be boring :) . 15th station has much better options for extending north. Please don't spend any more money on Smith Cove station. A moveable bridge that opens 2-4 times a day is totally fine. My priority is grade-separated travel - bridge excepted.

If 14th is selected the area around it needs to be up-zoned.

I prefer elevated stations due to easier pedestrian connection and lower cost.

Communication ID: 344997

Name: Lydia Shegovia

Comment:

Latest route and station alternatives

Preference is for the tunnel stations for a few reasons

I am directly impacted. If an elevated station were constructed, I would be displaced. This would also be a financial burden as I purchased my home above the tax assessed value. I made the conscious decision to do that precisely to have my location in the heart of the junction, which is still quiet but lively.

Having a tunnel would keep the community feel of West Seattle. An elevated station would create an urban, less neighborly feel.

Topics to study in the Environmental Impact Statement

Acquisitions, Displacements and Relocations

Displacing residents when there is a housing shortage is harmful

Elevated stations will disrupt/displace business which reduce retail and tax revenue the city can collect

Noise and Vibration

The noise pollution would be deleterious to residents, especially children, and animal life

Parks and Recreational Resources

Beautiful large trees and other green areas would be removed/torn down pushing the city into more of an urban environment. Studies show more trees and greenery contribute positively to mental health

I am against elevated stations

Communication ID: 344998

Name: Elenka Jarolimek

Comment:

No elevated route. The scale alone across the shop canal would be massive and out of scale. The end station in Ballard as part of the elevated option provide significant concerns about equipment noise around the surrounding residential neighborhood. This needs to be part of the EIS scope on affect to this location residence. Property aquisition would also be much higher in the elevated option.

I prefer the tunnel option at either 15th or 14th.

Bus routes in the area need to be considered to improve mobility during construction. Development alone in this section of Ballard is only increasing and traffic congestion is becoming a burden.

Light rail from Ballard to Downtown 10 minute or less!

Communication ID: 345000

Name: Kris Eberle

Comment:

Hello,

I'm writing in as a now two year owner of a townhome in the West Seattle Junction, specifically on 40th Avenue between Alaska and Oregon Streets. I would like to voice my strong support for the Light Rail West Seattle Extension Alternative Proposal 3 and strong opposition to Alternatives 1 and 2. We in this neighborhood having the following concerns about Alternatives 1 and 2 impacting our community:

1. Displacement of homeowners: It is clear that many homeowners will be displaced by condemnation procedures required to develop an elevated line.

2. Decreased property values: It's my assumption that a tunnel would increase property values in the area because it will allow residents better access to the City's benefits, but by contrast, an elevated line could have starkly negative impacts on the property values for the reasons identified more below.

3. Air quality and dust impacts that will affect families and children: A tunnel will undoubtedly also have air quality issues that project planners need to address, but this can obviously be done in a more controlled environment. By contrast, construction of the elevated system will cause increased dust that impacts air quality.

4. Noise impacts: The sound of the elevated light rail operating will impact the quality of life within this residential neighborhood.

5. Divide the neighborhood: The elevated light rail lines will disrupt the coexistence and togetherness of the neighborhood as a result of the lines separating one side of the neighborhood from the other.

6. A visual eye sore: The elevated system is very similar in appearance to the viaduct that is currently being decommissioned for, among other reasons, its ugly appearance.

7. It could compound the homelessness problem: An elevated line could be a breeding ground for homeless camps in an area of the city that does not have readily accessible facilities to help homeless people.

8. Crime: Areas underneath the elevated line could provide a place for crime to take place.

This light rail development will have lasting effects for multiple generations to come, so the final approach should be fully considered and forward thinking. The West Seattle Junction neighborhood does need a light rail, but I, and all of my neighbors that I have talked to about this, do not support an elevated one, especially in the form of Alternatives 1 and 2. If there is insufficient funding approved already to provide for the construction a tunnel, then please consider going back to the voters or legislature to obtain more funding.

Thank you,

Kris Eberle

Communication ID: 345001

Name: Jesse Molitor

Comment:

Are there any plans to add restaurants or services to the stations? Similar to how Westlake center has connections to Nordstrom and other stores underground.

Communication ID: 345002

Name: Anonymous

Comment:

Tunnel only!

Communication ID: 345004

Name: Claire McConnell

Comment:

My preference would be the brown option from S. Lake Union turning into the blue option south of W Dravus St. and going in tunnel to a station at 14th.

Smith Cove station location better serves development areas - higher density/intensity area than the station location adjacent the greenbelt. Also potential to serve the Cruite Termainal.

Alignment in rail corridor preferred at survey therefore cheaper and less visually obtrusive.

Tunnel lowest impact on maritime ecology and economy, future proof.

Tunnel spoil removal easy via rail or water minimizes road impact.

Ballard station on 14th doesn't overload the already maxed-out corridor of 15th. Wide road and right of way lends itself to rail with less construction disruption.

Tunnelled section north of Interbay optimizes future development and density (illegible), opposed to physical and visual impacts of elevated.

Communication ID: 345007

Name: Mike Schuh

Comment:

Install crossovers at (or just beyond) each end of station. This will add operational flexibility for little incremental cost. (This assumes center platforms, which should be the default choice for every station.)

Smith Cove station - connect Helix Bridge directly to mezzanine level of station. It will be inconvenient to need to descend to street level when walking between the station and the bridge.

Tunnel under ship canal! We (Ballard) fought the SMP monorail in part because of the proposed high-level view-blocking bridge across the canal. Please don't go there.

Underground should be a first choice - bury our infrastructure.

No grade crossings!

Is it possible to expand the OMF by adding a second (or third?) level? ST already owns the land, no need to buy more.

Communication ID: 345008

Name: John Mitchell

Comment:

I really support the tunnel option under the ship canal vs. the bridge!!!

Communication ID: 345009

Name: Art Lewellan

Comment:

If another downtown tunnel is required and inadvisable for some reason, monorail is still possible. The Circulator Monorail proposal 2000-2006 afforded lovely views. Impact was reduce downtown with single-track beams and simpler stations. North from Exposition Hall to KOMO Plaza on 4th Ave and south via Belltown to Alaskan Way median, above streetcar line. Double track south to West Seattle to then reach Link at Seatac. North from Seattle Center to Ballard then to then reach Link at Northgate. Sure, I'm just toying with the idea. Had it all down on paper back then. First phase cost estimate for a 6-mile single-track Circulator, 14 stations, 6 cars: $500 million. Second & Third Phases reached Link station completion, somewhat higher cost double-track route. You can't argue against the views and reliably faster transit than more on-street surface rail. The entire proposal is "The Seattle Circulator Plan" probably buried on record but available on request supposedly. It included a "Trolleybus Reconfiguration" downtown service.

Communication ID: 345010

Name: Anthony Palmieri

Comment:

I'd like to voice my support for the tunneling alternative for the West Seatle Light Rail Expansion. I hope that Sound Transit will truely consider the long-term effects this will have on West Seattle as this is a unique and important opportunity to build something that will serve the community for the next century. The elevated rail alternatives automatically eliminate large areas of land that have the potential to accommodate the increase in housing density that West Seattle desperately needs.There are many avenues to aquire the additional funding needed for the tunneling alternative and, as a taxpayer, I wholly support additional levies to pay for extra costs.

Communication ID: 345017

Name: Mark Stoelinga

Comment:

I have followed the planning process since the first release of the representative plan for the WSB line. My initial reaction to the elevated option was quite negative, and I was one of the strong voices for a tunnel option at various ST and local West Seattle community meetings. I appreciate the comparison page that you have have provided, which really helps clarify the benefits and drawbacks of each approach. Having read it all, and considered it with an open mind, I have to say that I still strongly favor the tunnel option. I really love rapid transit, having lived in and visited many cities that have really good RT systems. But I also see a big difference in the impacts of elevated versus subway on neighborhoods, and the greater flexibility that underground provides in terms of station planning and access (though considerably more expensive, I acknowledge). But we are investing here for the next century, and have to think long-term and big picture. All the greatest cities in the world have great subway systems. Let's not go cheap and do something we will regret later. In summary, I strongly support the tunnel option.

As far as what to do about the area around Pigeon Point, I have no strong opinions about that. That decision is best left to the civil engineers, and the experts on port impacts. The only things I'd say is, focus more on long-term impacts, and less on construction impacts. 50 years from now, will anyone care if port traffic was impacted for a few years?

Communication ID: 345018

Name: Anonymous

Comment:

Pursue the YANCY STREET/WEST SEATTLE TUNNEL option to implement with the least amount of destruction. It is perfectly fine if you do not get to destroy the Alaska Junction for a privileged few who want a more convenient commute and this is not justification to take any residence in West Seattle.

Enhance the existing bus service to something that supports underserved areas now.

Travel further south down west marginal to camp second chance to provide service to white center and connect to the airport.

Communication ID: 345019

Name: Celeste Delostrinos

Comment:

Our family has lived on 5206 41st Ave. SW since 1985. Our property will be directly affected by the proposed elevated line. We are not in favor of an elevated line; instead, we urge Sound Transit to consider a tunnel. If Beacon Hill, Capitol Hill, Montlake, and University neighborhoods were preserved, we believe West Seattle neighborhoods are just as deserving of preservation. Additionally,

*An elevated rail poses multiple hazards in a densely-populated neighborhood with hundreds of children, including two heavily-enrolled elementary schools (Fairmont Park Elementary School and Gatewood Elementary School).

*An elevated rail will have far-reaching environmental effects from noise, vibration, electromagnetic fields, eliminated sight lines, and other still undetermined factors.

*An elevated rail will surely create a massive emergency in a densely-populated neighborhood in the event of an earthquake, strong windstorm, or other natural disaster. UW experts are certain that "The Big One" is coming -- it's only a matter of time when it will occur.

*An elevated rail will significantly decrease property values in affected neighborhoods and consequently decrease real estate tax revenue, not only when homes are removed but also well into the future.

*An elevated rail will negatively impact the visual appeal of West Seattle and destroy the aesthetic qualities of the neighborhood.

*An elevated rail will create an immense social impact for the people displaced by the project, including families with young children, disabled individuals, and senior citizens.

We urge Sound Transit to build a TUNNEL. The social and environmental costs of destroying a thriving neighborhood far outweighs everything else.

Communication ID: 345021

Name: Jacqueline Wu

Comment:

In regards to the station built in the Chinatown-International District station, I support the construction of the station with minimal construction impacts on the neighborhood and easy accessibility from one station to another. I do hope that the new station will be built underneath the existing station.

Communication ID: 345025

Name: Meredith Walker

Comment:

Hello,

I'm in the 5th & Madison residential building (on the east side of 5th and the south side of Madison). I'm concerned about the two large above ground “headhouses” and two large shafts going from the headhouses down to the station far below being considered for the 5th and Madison block. Please do not chose the eastern side of our block, placing headhouses in our plaza with the shafts protruding downward, through our garage and storage areas. We've all paid for parking and storage units downtown, which affected our initial purchase decisions and will certainly affect our resale values. We also do not want to be in a situation where a light rail station below our downtown residential space takes years to complete further decimating our property values and making it hard to relax in our homes.

Locating these station under one of the many, many commercial buildings downtown (not under a residential building) makes much more sense.

Thank you.

Meredith Walker

Communication ID: 345032

Name: Steven Richards

Comment:

My family over the years has had to continually move further south due to the high cost of housing, now after my mother has finally settled into a place on 41st Ave and paid her mortgage in full she might be forced to sell if the 41st Avenue proposal is agreed upon. She would have no choice but to sell and lose some of the value her property has accrued, and uproot her life to look for a new home. Please consider the real impact these changes have on families who have been through such change in Seattle given the economic shifts over the past decade.

Communication ID: 345033

Name: Amy Taylor

Comment:

Thank you for the opportunity to comment.

The orange alternative from the ID to West Seattle provides some benefits:

The Delridge station is a good "compromise" between all three alternatives at that location. It offers good bus connectivity (key for people who will get on the H line), and some redevelopment potential, but has less impact on the single family neighborhood than the blue alternative.

The approach to the Junction station is better for a future conenction to the Morgan Junction and White Center.

Please prioritize "buildable" routes with less potential for resistance from homeowners so the light rail can get to my neighborhood in White Center before I'm 105!

Communication ID: 345034

Name: Lawrence Norman

Comment:

I have serious concerns about the Sound Transit Midtown Link Station impacting my condo at 909 5th Ave. My partner and I who live in a 1000 square foot space, already only share 1 parking space and we can not imagine having that access removed. Please carefully consider the Condo building at 909 5th Ave and Madison in terms of impact. We are the only residential units around, and so parking and storage are of major importance as residents of the downtown corridor. Parking is already a challenge, and we would like to continue living here, but our balance to remain livable is delicate, and a major negative impact could potentially make our home untenable and force us to either sell or rent out our Condo. Thank you, Lawrence Norman 909 5th Ave #1801 Seattle WA 98122

Communication ID: 345035

Name: Stephanie Scott

Comment:

I have thought about this quite a bit because I didn't want to give my input unless I felt strongly one way or the other. My property won't be affected by an elevated train and I want the construction completed as soon as possible, so I am really looking at this from a standpoint of what will benefit the neighborhood the best. After considering elevation while I drove past Northgate last weekend, I made my decision. I think an elevated train coming into the neighborhood that the route will take up to the Alaska Junction will be extremely overwhelming. I would like to see the West Seattle line go underground in a tunnel. I think the elevated train route is the best possible, but still too invasive to the community. Please go with the alternative tunnel option to West Seattle. Thanks!

Stephanie

Communication ID: 345036

Name: Mike Repass

Comment:

I think putting a big subway station at 5th and Madison will cause much harm and risk to the condo building that was opened in 2007 at 909 5th Avenue. The construction noise and complications and risk to our 23 story building will be considerable.

Please don't do this.

Thank you.

Mike Repass

Communication ID: 345041

Name: James (Jim) Kilberg

Comment:

I am strongly opposed to any change in the 5th & Madison location. I understand that you could eliminate and/or greatly reduce our parking and storage. These features of our building was a large part of why we purchased in this location. Any change to these features would have an enormous financial and convenience impact on our home. Frankly, there would be no compensation that could adequately compensate us our our neighbors.

Communication ID: 345048

Name: Anonymous

Comment:

West Seattle does not want a street or elevated rail. YANCY STREET/WEST SEATTLE TUNNEL is the preferred option. How can anything other than the least amount of damage and destruction even be considered? No one elected ST the road czar of west seattle. The vote was for a transportation option to be a priority to spend taxes payers' money. Do not fool yourself into believing a precious few that want a more convenient commute represent the whole of west seattle. The council representative and the community advisory group have made it clear that west seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL option and they are actually elected officials contrary to sound transit.

Communication ID: 345051

Name: Larry Scheib

Comment:

Why are both the 5th and 4th shallow options 4 minutes from Sounder/Amtrak? It seems like 4th would be at least 1-2 minutes closer.

5th Avenue shallow station

Transfer times in the station would be:

1 minute between Link lines

4 minutes between the new Link line and Sounder/Amtrak

4th Avenue shallow station

Transfer times in the station would be:

4 minutes between Link lines

4 minutes between the new Link line and Sounder/Amtrak

Communication ID: 345068

Name: [Form letter from 106 people]

Comment:

To: Sound Transit Elected Leadership Group a,nd Stakeholder Advisory Group

Re:.EnvironmentalImpact Statement Comments Against the North Crossing of the Duwamish for the West Seattle and Ballard Link Extension.

I wish to go on record with my comments against the alternative known as the "North Crossing" of the Duwamish waterway. In addition to the estimated $300 million in added cost to the taxpayers estimated by your group for the "North Crossing", it will also have a large negative economic effect for all businesses located on Harbor Island, and all their customers due the traffic issues that will be created by selecting this alternative, both during construction and afterward. The West Seattle High Level Bridge was moved to the south after careful consideration by our elected officials almost 40 years ago to help keep Harbor Island a vital and economically feasible portion of our local maritime industry.

From the information I have been able to gather, I am also concerned about the future of a family run business that was started in 1950 by a longtime West Seattle resident. Harbor Island Machine Works has been providing a vital service to the manufacturing industry throughout the state of Washington and beyond for almost 70 years. They have hired entry level employees and trained them to become Journey Level Machinists, many of whom worked there for 30+ years. Others went on to start their own businesses, or manage other businesses in the local manufacturing industry. The location of Harbor Island Machine has also been of great value to the local maritime industry, allowing many companies quick access to machine shop for support in their repair and new construction requirements.

Again, I strongly urge you to remove the "North Crossing" altemative from consideration as part of the West Seattle and Ballard Link Extension.

Communication ID: 345071

Name: Ashley Fidler

Comment:

I live in the 5th and Madison condo building. I support the metro in general, however would like to register my concern about our building possibly losing parking and storage. This is a critical feature of downtown living and will significant affect us if removed. Thanks.

Communication ID: 345072

Name: Wai Sze Cheung

Comment:

Hi,

I'm a resident of 42nd Ave in West Seattle. I strongly oppose have an above ground tunnel built on my street or in my neighborhood. Currently, the city has rezoned my neighborhood to allow for increased density. And now, they are proposing possibly building an above ground light rail on my street. When I bought my property, I did not sign up to lose value in my home by investing in the city. Enough is enough. This would reduce the amount of livable land for residents, devalue my property and impose noise and disruption to the area. If an option is to be considered, it should be below ground.

Communication ID: 345073

Name: Veronica Potter

Comment:

My overall comment is that I would like to see a well thought-out project with the ability to have future expansions rather than a let's just get something now at the lowest/a lower cost.

For the Duwamish crossing, I like placing the light rail crossing to the north of the current West Seattle bridge as it seems to lessen the environmental impact to Pigeon point and the Duwamish Greenbelt.

My preference is for a tunnel at/near the junction with a North/South ending. This preserves the character of the Junction and will allow for future expansion. In general, I prefer tunnels rather than elevated as it preserves neighborhoods and displaces fewer businesses and residences.

For downtown, the best option seems to have a south downtown station that is close to the ID station in the current tunnel with an easy transfer between other Link Light Rail lines at the ID station or the Sounder/trains at Union Station. Or alternatively, a station close to the current Royal Brougham station with easy connection to the current rail lines there. An easy connection at Westlake as a secondary downtown transfer point also makes sense.

Communication ID: 345074

Name: KJ Justice

Comment:

The EIS should include a tunnel option in Delridge. The route options on the table in Delridge are so similar it does not lend towards an effective comparison of options or ability to evaluate choices. The 3 options lock ST into very similar routes. I am in favor of a tunnel option. It will cost more but be better over the long term. It will displace fewer residents and preserve the natural landscape.

It appears that there is a preference for a Delridge station further south. If the choices are only between the orange and blue lines, it is not worth wiping out an entire neighborhood (blue line) just to move the station a few hundred feet further south.

Communication ID: 345075

Name: Miriam Hansen

Comment:

I live in Ballard on 52nd NW and NW 11th and my preferences for the station in Ballard are as follows:

Elevated station on 14th and Market

Tunnel on 14th and Market

The elevated station on 15th and Market would be in an already very crowded intersection. 15th is one of the most heavily traveled surface streets in the area. Adding light rail to this street would be a nightmare for commutesr. It would also put the station within two blocks from the grade school at St Alphonsus Parish. I feel that having it so close to a grade school playground would not be in the best interest of keeping the children safe.

Communication ID: 345076

Name: Donna Schwendeman

Comment:

My husband and I were told at the West Seattle meeting, by 3 different representatives, that the only option for the 41st, 42nd, and 44th rapid transit proposal is the tunnel. My friend and neighbor who was also at the meeting, was told by her table representative that the above ground option was still being considered. We went to the meeting specifically to ask the question about the tunnel and now we don't know who to believe. We are totally against the destruction of housing and we will organize against it. There is a shortage of housing in Seattle as it is and at a time when the city is promoting density and backyard cottages the 3 options (without the tunnel) do not make sense to me. We are a close knit neighborhood and we know how to organize. (We raised $90,000 in a week in order to keep one of our teachers). Personally, I don't understand why you just don't use the wider street of Fauntleroy. It's a short walk has the new Whole Foods, Trader Joe's etc and better access to continue the line in the future.

Communication ID: 345077

Name: Donna Schwendeman

Comment:

Not sure if my comments were sent. My husband and I attended the West Seattle meeting and were told by 3 different representatives that the tunnel option was the only option on the table for 41st, 42nd, and 44th. Now I am hearing from

a friend who also attended the meeting that she was told that the above ground option is not off the table. We don't know who to believe? We are totally against destruction of homes especially as there us a shortage of housing and the city is looking for was to increase density through back yard cottages etc. We are a close knit neighborhood and know how to organize (we raised $90,000 in a week to keep one of our teachers). My suggestion is you use Fauntleroy or do a feeder line to Fauntleroy from Delridge as it would be easier to continue the line in the future to White Center. I would like a response concerning the tunnels because we would like to know if the representatives were being truthful.

Communication ID: 345078

Name: Mark Hale

Comment:

I am not sure why the West Seattle line that terminates in the Alaska Junction is not a spur line. Any plan to continue the line further south should extend from the Delridge Station. This would provide better access to low a broader demographic that would include POC, immigrant communities, and low income citizens. As Seattle housing prices increase workers are forced to live further from downtown jobs. A rapid transit line down Delridge would provide these workers an efficient means of transportation.

Communication ID: 345079

Name: Rusty Brown

Comment:

I prefer the delridge station south of andover in the right of way lane. Also I believe the junction access should be a tunnel.

Communication ID: 345136

Name: Linda Rusch

Comment:

I am strongly in favor of the tunnel option for West Seattle and the line should be orientated in the Alaska Junction in a manner that makes it easiest to expand the rail south.

The train is running underground from downtown all the way through the University district, all heavily populated and vibrant urban districts. An elevated rail through those areas would have been cheaper and infinitely more ugly and damaging to property values.

I think an elevated rail through the increasingly heavily populated and vibrant Alaska Junction would damage property values and be exceedingly ugly. Why would that be desirable in this district while other similar districts (such as Queen Anne) are getting a tunnel?

Communication ID: 345137
Name: Larry Scheib
Comment:
Why do the 4th and 5th CID shallow stations both take the same amount of time (4 minutes) to reach the Sounder station? If so then how is this not a serious design flaw?

Communication ID: 345138
Name: Anonymous
Comment:
West Seattle does not want a street or elevated rail. YANCY STREET/WEST SEATTLE TUNNEL is the preferred option. How can anything other than the least amount of damage and destruction even be considered? No one elected ST the road czar of west seattle. The vote was for a transportation option to be a priority to spend taxes payers' money. Do not fool yourself into believing a precious few that want a more convenient commute represent the whole of west seattle. The council representative and the community advisory group have made it clear that west seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL option and they are actually elected officials contrary to sound transit

Communication ID: 345139
Name: Anonymous
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Communication ID: 345162
Name: Christine Woelfel

Comment:

I like the blue alignment because it's 30 feet fall. I don't like the red and yellow one because it's 60 feet tall, and I'm worried about days when the escalator doesn't work, plus it's scary to be up that high. I also like the blue alignment because it gives more opportunities for development. I also like the blue alignment because there will be less traffic disruption during construction, and I like the blue alignment because it has better pickup and drop-off options.

Communication ID: 345163

Name: Omnia Ibrahim

Comment:

I'm not sure which one is the elevated one. I'm not in favor of that. The red and yellow ones are elevated. I'm not in favor of those. The blue one will lead to gentrification and higher land values, so developers will probably push people out of their homes. I would like really quickly to assess if there's any opportunities for affordable housing like early on. I'm in favor of keeping the station north of the bridge. That's it.

Communication ID: 345164

Name: Sheila Balfour

Comment:

Although my personal home will be impacted by these designs, I really feel like the best thing for the future of West Seattle and the entire city is to move forward. The only thing that I'm really going to miss about the neighborhood besides the neighbors is a huge, beautiful Magnolia tree on 26th.

Communication ID: 345165

Name: David Dow

Comment:

Based on what I heard tonight, I actually believe that the orange line seems the most sensible one for our area and our neighborhood. I've lived here since 1972 and love the9 neighborhood. I don't know where the hell I'm going to go if it changes. I've been through the change two or three time already, and I think that's enough.

Communication ID: 345166

Name: Michael Taylor-Judd

Comment:

I want to make comments, two route alternative comments. One is look at further consideration of the level 2 purple line which went through Puget Ridge. The other one is to look at -- so the community has expressed interest in having a station further to the south and in the heart of the community. We also, through lots of neighborhood planning, have talked about really supporting and building on what we refer to as our campus node or our cultural hub with the community center and the recreation facilities in Youngstown. We would really like to see more study of the 4F impacts and a line that would stay on Delridge and run south of Genesee before turning over the community center or some other part of the recreation land there and then either continuing across and through the golf course or turning to come back to the Genesee alignment, but using our existing recreation facility there to avoid the6 impacts to the residential neighborhood and then working with the city and other folks to create a brand new recreational facility that could be a beautiful hub not just for Delridge, but for the entire West Seattle peninsula. That would be on the bus lines. That would be served by light rail coming from the Avalon and junction station and could be a huge jewel to benefit the entire Delridge neighborhood. While we understand the 4F federal impacts, because the city has I-41, which requires replacement of parks land with parks land elsewhere in the area, we can take some of the recreational areas that are impacted and use that to actually develop parks elsewhere in the neighborhood where increasing density is asking for more park space out in those areas.

Communication ID: 345167

Name: Edward Swanson

Comment:

I just want to comment on the West Seattle extension.So I think the alignment should be elevated because it will cause less disruption.It should be elevated because it's cheaper than a tunnel, and that will leave more money for more projects if it's elevated in West Seattle.

Communication ID: 345168

Name: Sebastian Posada

Comment:

So I just want to make sure that the government or the environmental review committee, that these guys from Link are taking the Alaskan Viaduct in for consideration given that you already have a really significant large passageway available there, whether it's retrofitting the Alaskan Viaduct to meet the safety standards that they say it's insecure of right now.It seems like you wouldn't have to drill a lot and could save on a lot of labor or construction manpower by reutilizing or recycling the Viaduct in some way that incorporates the Ballard and the West Seattle extensions.I think that's pretty much the most important one for me, because it gives the timeline -- obviously, it would help reduce the timeline of the construction for any tunnelling or any type of extra construction that is necessary given that that entire passageway is already more open for use by Link than any other parkways or greenways available. Pretty much that's the gist of it.I'm just making sure that Link is taking that in for consideration and the savings in labor and costs that could go towards things as far as parks, public spaces, public resources, courts, dog parks, et cetera.But my main

concern is that the labor, that level of labor and the level of resources being spent on construction isn't more than a very useful or what seems to be adequate pre-constructed pathway by using the Alaskan Viaduct.

Communication ID: 345169

Name: Royce Bixby

Comment:

I have a property adjacent to the taller portion of the tunnel that's proposed at the elevated West Seattle station option. I'm concerned that there will be several environmental impacts to my property. The first is pollution and debris blown from the track into my backyard.At this location, we often have southerly winds, and I'm wondering how the debris and the dust that's on the railroad or on the track and on the train will be handled. I'm also concerned about the light and the shadow that will be cast on my yard. I like to garden in my backyard, and the station, especially in the winter months, will cast a shadow. My favorite option is the tunnel, considering the topography is so similar to Beacon Hill. The tunnel option at West Seattle seems to be very similar to that scope, and it would leave the neighborhood6 mostly in tact. Even though it is more expensive and potentially could lengthen the schedule, West Seattle is a thriving neighborhood and an area of growth in Seattle, and it's very important to make the right investment in all of it.

Communication ID: 345170

Name: Denis Martynowych

Comment:

I live in Delridge, and what I am excited about is to have a station orientation that maximizes transit-oriented development and housing density over the long term. And the other comment I have is the importance of going underground at the Junction station, even if that means sacrificing the Avalon station for budgetary reasons.It's better to invest in two great stations rather than three compromised stations.

Communication ID: 345171

Name: Johann Schmidt

Comment:

So for the Smith Cove4 location, frankly, it kind of seems like whatever Expedia wants for the station is where that should be built, because that's the whole point of that station is to service Expedia employees once it's complete. I don't think anyone else is ever going to use it other than them. In terms of the alignment after that, the Brown is nice because it can be ground level, which can be potentially cheaper, but I can see it'll cross a roadway at one point which the Port might complain about. And I know the Port wants to "upscale" that area as well, which might also prevent a future problem. Moving along towards the Interbay station, I like both the Blue and Brown station, which is on the Thorndyke location. I think the Green location on Interbay on 15th is unbelievably terrible, like I don't understand why it was ever suggested, primarily because the Thorndyke location might actually pick up people from Magnolia, whereas with the

15th station, you're not going to pick up from Magnolia and barely anyone comes that way from Queen Anne. The RapidRide bus station that's there has really low ridership. It's just a bad location, and there's not a lot you can do about it. And then you move along towards the crossings. Frankly, because of the limitations on where the station can be, it looks like the only real option is the tunnel so that we can get a station at 15th. As far as I'm concerned, a station at 14th is in no man's land. It doesn't serve Ballard at all. It would only work as a transfer station for people getting off the buses to get on the light rail. No one will ever use it to get to Ballard or anything like that. It would just be a commuter station. Other than that, I think that's probably about it. Oh, I guess I should mention I do agree with the Fishermen's Terminal, the Port of Seattle's complaint about the representative alignment, the Green line affecting the Fishermen's Terminal location. They are correct. It would majorly disrupt the activities for the Fishermen's Terminal for no real good reason.

Communication ID: 345172

Name: David Moehring

Comment:

I guess my first comment would be that we should avoid any type of elevated trains or any type of elevated transit over the Fishermen's Terminal. I think the Port Authority had already kind of sent a letter on that, that it would affect their business and operations. And I really like the combination of the Brown routes on grade along with the Blue routes on grade and a continuation of the Blue route into Ballard with a tunnel. And the reason I like it is because8 although the tunnel costs money, the elevated bridges, some of them, I believe are eight to ten stories in height, which will also cost money. If they use a lower bridge, which is mechanically operated like the Ballard Bridge or the Fremont Bridge is currently, those have long-term operational costs versus a fixed bridge or a fixed tunnel. So again, it may be feasible to do a tunnel just like they did over at the Montlake university train line. And the cost of those tunnels can be offset by running as much of the rail line or train line on the grade as shown on these two options. So there are some savings, construction and installation and maintenance long-term savings by running on a grade all the way from Elliot Avenue West to 17th Avenue West and Dravis station, and then continuing north below the ship's canal into Ballard via tunnel. Another comment: Is there any opportunity to have a future intermodal connection with the Amtrak line somewhere in the Smith Cove or Dravis location? Also, I was wondering about the intermodal bus connections that serve Queen Anne and Magnolia. For instance, if an intermodal bus connection is created at the Interbay Dravis Street location, which may accommodate routes 31, 32, 29, 24, and the D line, how much land area would be required to make that intermodal station? Would that intermodal station10 include bikes, a park and ride, kiss-and-ride opportunities, and would it be large enough to accommodate the very many buses that run through that area? Such intermodal station would reduce bus traffic downtown and keep the buses more for secondary services from the stations. And then a question: How much of the scoping will evaluate the loss of tree canopy? And what are the environmental impacts of Salmon Bay?

Communication ID: 345173

Name: Josh Hirschland

Comment:

All things considered, I would prefer a less expensive bridge to a more expensive tunnel, given that every dollar that goes to largely aesthetic concerns takes away from potentially extending track to additional neighborhoods. I think that

a movable bridge creates concerns about accessibility and reliability and speed, so given the choice between the fixed and movable bridge, I tend to prefer the fixed bridge. I also tend to prefer the 14th Avenue alignment to the 15th Avenue alignment, given the opportunity for additional development in the less-developed areas east of 14th than those west of 15th.

Communication ID: 345174

Name: Nathan Proudfoot

Comment:

My biggest comments are the 14th alignment is probably the best alignment. I am not one way or another for tunnel versus bridge per se. The biggest thing I'm against is the drawbridge. And then the other note that is needed is a probable spoil removal for the Ballard location, for the terminal of the railroad company, spoils removal for whatever construction is chosen.

Communication ID: 345175

Name: Robin Randels

Comment:

I want to comment on a couple of things. One, BRT links nicely and connects with the 5 run or whatever the 5 is going to become from Greenwood to either 130th or 145th. I've heard rumors that it's going to stop at I-5, the BRT, and we will be left out in the cold over here on the west side. So that it continues west at least to Greenwood and preferably to Ballard to link up with either 130th station or 145th. It would have to link up with 145th to start with, since it's coming online first, and then when 130th comes online, it can link up with that. That's my first comment. My second comment is that I participated in a charrette, and everybody really liked the tunnel idea. Personally, I liked the aboveground, where there's air and light and I don't need to go down in an tunnel and an elevator shaft and not have anything to see. So I like the elevated alignment. I prefer 14th because of the potential for development from the canal all the way up to the station. And there's also a pedestrian plaza up there and there's a lot of housing, so you could have more housing and more businesses that cater to people. We already have a bunch of craft brewing, but it would be really nice if -- it's really terrible to walk on 15th Avenue Northwest. If we could walk on 14th from the ship canal all the way up to the station and have little shops and businesses along the way in addition to the craft brew places, I would love that. I think Ballard businesses, industrial businesses will complain, but I think the little shops could mingle with those really nicely. It's kind of cool to go through an industrial area and still have your coffee shops and various other shops along the way. So that and then I'm also an advocate of the fixed bridge that's as high as the Aurora Bridge versus a movable bridge because of traffic delays and6 whatever. But I think that maybe could we leverage the money that's saved by not doing a tunnel to fix the8 Ballard Bridge for bikes and pedestrians to get across.

Communication ID: 345176

Name: Paul Cesmat

Comment:

So there seems to be a push in the room for stopping it short of the Junction, of the main West Seattle Junction. And given the expansion and growth allowed by HALA, which is -- it's where they've let all the buildings have a couple more floors and more parking. So all the expansion in the Junction is all based on a whole bunch of transit, so not having parking works when you don't have transit. But that's why it's important that a rail station goes all the way to the center hub of West Seattle. So the reduced parking really works because of the alternatives of other transit. And whether it's elevated or underground16 isn't as important as having a station there, regardless, because I understand that going underground is going to be super expensive. Just because you can't put it underground doesn't mean we shouldn't have it for the Junction. Thank you.

Communication ID: 345177

Name: Linda Ann Cox

Comment:

We want the Purple Line put back in. The solution which best aligns with our stated improvement objectives is the underground level 2 Purple Line, which uses tunnels to traverse the West Seattle residential and business areas. It aligns best with businesses and interests.

Communication ID: 345178

Name: Tracy Slatten

Comment:

The Delridge location station, of the alternatives of the ST plan, would be the preferable station location. I guess I would add a comment to that. Located more centrally to the existing corridor and foot traffic. That's kind of how I would support that station location. On the tunnel plan alternative, I think it would be a poor location for a station due to the proximity of the watershed and the light-sensitive environment in the watershed area and the neighborhood impact for light pollution. That's what I think about that station location.

Communication ID: 345179

Name: Andrea Menin

Comment:

The tunnel station, my opinion is that we should keep it underground. That's the main thing. I'll pay more taxes to do that. Less noise, closer to residential areas. And I don't really mind which one, but the closer to 42nd, the better.

Communication ID: 345180

Name: Molly Swain

Comment:

So I'm with Providence Mount St. Vincent up on 35th. And of the options, really, on the table, a big comment is no matter what happens, the Avalon construction gridlock that's going to happen there because of the station over a five-year period, coming up 35th at Providence Mount St. Vincent. We have at least a thousand people coming and going out of our building every day, from staff to family members and our emergency vehicles that need to come from downtown hospitals to The Mount. It's a 24-hour skilled nursing facility. That is going to be a critical gridlock area. Most of our employees, because they can no longer afford to live nearby, are coming in from all over the city. So that's a really big concern of ours is how they manage that construction. And just in general, I still want to comment that the Fauntleroy option, which is no longer on the table, would have made so much more sense in terms of connectivity to the south, and it's very close to the Alaska Street Junction. I think when voters voted for the station in West Seattle, they did not understand that it was a hard-wired requirement to have a station in the Alaska Junction. That is such a historic area with boundaries of neighborhoods, residential, all around that area that seems like it would be way less disruptive to go back to the Fauntleroy alternative. I don't think that's an option. If these three are the only options, then I guess from our perspective we would prefer the 41st Street option because it kind of splits the difference a little bit between the 35th and the California Avenue area, although it's still much closer to the Junction than 35th. One more comment is just that because this is such a residential area, we heard at our table there's no parking planned for any option, and that seems so unacceptable. We've had a million apartment buildings come into West Seattle where they made the new residents sign agreements that they would not own a car, and they all have cars parked all over our neighborhoods. You can no longer go even to the Junction. I've lived in West Seattle my entire life. I cannot go to the Junction for an evening meal and West Seattle Farmers Market. You have to park a mile away. So to put in these stations, it's hard to imagine where people would park. They're going to be parking in driveways. And I know the theory is that they're going to connect up with the buses, but our bus system here in West Seattle has always been pretty poor. And even right now, there's gaps between West Seattle and going further south that a gentleman at our table was saying we've got a strong transient population coming into West Seattle because of these hour-long gaps between bus routes. There's not a direct connection to White Center and Burien, so there's a resulting lingering happening that we've never had in the past. And also the related bus/Metro connectivity isn't happening today, so it's hard to imagine that it would be a miracle improvement to connect up with this new system and alleviate people needing to have cars, because we're already full. And if people are going to try to come this way and hop on Sound Transit to go downtown, they wouldn't be able to park. The golf course was a great thought we had, if there could be a collaboration with the stadium. And the golf course has a nice big parking area there, and you can add a parking structure there and really make that a hub, which is back to the 35th idea.

Communication ID: 345181

Name: Catherine Hunt

Comment:

I'm Catherine Hunt, and I'm a volunteer at Providence Mount St. Vincent. And it was mentioned about the transit integration that the Bus Line 21 runs about every minute on 35th Avenue18 Southwest and is a vital link to Providence Mount St. Vincent and areas going south of there. And also the RapidRide, where there's a stop at Alaska and 35th, but

the 21 comes all the way to Providence Mount St. Vincent with stops on both the west side of the street and the east side of 35th. It's also part of the emergency snow network, and it did run in the snowstorm we had a couple weeks ago. I was able to get to work in an emergency situation, and I appreciate that. I got to Providence, and I got back home downtown. So I'm concerned about disruption of service and trying to have not so much disruption during6 construction at the stations that are going to happen at Alaska and 35th.

Communication ID: 345182

Name: Sharon Price

Comment:

I'm concerned. My concern is with the Duwamish Crossing. And the last time we met, the table I was at had a consensus that the best route was going to be through Puget Ridge, the tunnel through Puget Ridge. It was not going to take out any houses or loom overhead of any neighborhoods. At that table was a rep from the Port, who said that that route was the favored route of the Port's and that she noticed from Light Rail's charts that a percent of the cost for the tunnel would be engineering. And she said because that was the preferred route of the Port -- I don't remember how she put it, whether she said they definitely would pay for the engineering. I think she said they would help with the cost of the engineering. My concern is that the Red, Yellow, and Blue Lines take out houses, and the charts don't show how many each line would take. And I think that is remiss. They considered the disruption to the Port but not disruption to the neighborhoods and families. Most of the effect to the Port would be especially during construction, and that's short-term compared to the homes and neighborhoods. We're looking at things long-term. I live close to the bridge, the last house on the north end of 22nd Avenue. You would either be taking my house or looming very close overhead. I'm not sure that I'm more than 50 feet or even 50 feet away from the bridge that's there and the onramp on Delridge. We have a little park there at the north end of 22nd. Our neighborhood had a grant from the city to put it up, and we built it. We have a strong neighborhood. We have our own potlucks and meetings down there on 22nd, in addition to the ones at Pigeon Point at the top of the hill. I really think that tunnel should be revisited. We haven't had any slide issues on the west side of the Puget Ridge. We've been there on 22nd for 20 years and, in fact, where the tunnel would come out next to the Youngstown old school, now live/work lofts for artists. That school came out of the earthquake about 17 years ago or so totally unscathed, not a single crack in the whole building. It held up well. So to come out alongside their parking lot and just continue west on Genessee makes a lot of sense, going along the golf course. It doesn't loom over the neighborhood. It doesn't take out views. It doesn't take out homes. But of the Red, Yellow, and Blue Lines, I definitely would say the Blue Line is the least disruptive to neighborhoods and homeowners. Also, I want to add that I have been writing comments, and I have not received any replies from the Light Rail, except from Ron Endlich, and he said that he wasn't the one that deals with the routes. So it's quite a shock when I hadn't received any responses, and at the last meeting I attended, the tunnel through Puget Ridge, which was, by consensus, our favorite choice, was dropped. That was totally without neighborhood input, as far as I know. And tonight, I've met several people in our area who are also quite surprised that that was the one removed. Another area that I am not as invested in, but I feel strongly that Fauntleroy is a good corridor to go down. I strongly think you should consider Fauntleroy. That's the least disruptive of neighborhoods and home, and it's not that far from the Alaska Junction. When West Seattle people refer to the Junction, I, for one, consider that Fauntleroy route part of the Junction. It would be very disruptive for businesses and very, very disruptive to traffic to go any other routes other than Fauntleroy to get to the Junction. My husband is a three-generation West Seattleite, and he considers Fauntleroy part of the Junction. So for them to say, well, they told people when there was a voting that it would be the Junction, West Seattleites are very accepting that Fauntleroy is the Junction. It's the east side of the Junction.

Communication ID: 345183

Name: Kathy McInturff

Comment:

So basically I'm born and raised in West Seattle. I've lived here my whole life. I am for the light rail, but I do feel the elevated option, the Yellow Line, is going to be detrimental to the community. I do feel that another option that should be looked at is running the light rail along Fauntleroy to Avalon Way. There's several businesses that are moving from this area, selling and moving, and so it wouldn't be a disruption of basically work and residential areas. Another option is the rail doesn't have to go all the way into the Alaska Junction. It can stop at the corner of Alaska and Fauntleroy, which is still walking distance to the Junction. I'm definitely for the tunnel. I think it will have less impact on the neighborhood and everybody that lives here.

Communication ID: 345188

Name: Lisa Arnold

Comment:

I would love to see a tunnel go up to Ballard and would prefer the stop to be at 14th and Market.

Communication ID: 345189

Name: Chris Osler

Comment:

I would like to voice my strong opposition for above ground rails and elevated transfer stations in the W. Seattle junction area. I strongly oppose above ground rail being built down 42nd Ave as imminent domain would be used and my home is in that path. I would strong support underground tunneling for this project.

Thank you for your consideration.

Communication ID: 345191

Name: David Zabinski

Comment:

Hello,

I am would like to provide feedback on the design options for the line extension. I think that the proposal to have a raised train on 14th is a terrible, awful, incredibly bad design. It has no redeeming value that I can see, and immense

negative impact. It would destroy a large portion of the east Ballard neighborhood for absolutely no reason. Property values would plummet. We would introduce the first slum-like neighborhood to Ballard. as we introduce a loud, ugly blight of a raised line in a residential neighborhood. It would even set us up for further disaster should the line be extended, as we would destroy the park that the neighborhood worked for 13 years to put in place. It would be an unmitigated disaster. I cannot strongly enough express my dissatisfaction with this option.

Having an underground station on 15th is a far, FAR FAR superior option. I realize that it will be more expensive in the near term, but by positioning the station on a street that is already a major thoroughfare we will maximize transit options, maximize positive impacts to the city, benefit local businesses, and minimize impacts during construction. This option is a clear, obvious choice to benefit the city and the neighborhood, as far as I can see.

A far inferior option, though still preferable, would be an underground station on 14th. This option would introduce a lot of unnecessary traffic to that neighborhood, disrupt homes and businesses, and set us up for further disruption in the future should an underground extension be necessary. This is a bad choice. But I would gladly take this choice over the choice of a raised rail line on 14th.

On a scale of 1 to 100, where 100 is a great plan and 1 is a terrible plan, I score the 15th Ave underground option as a 100, 15th above ground as a 60, 14th below ground as a 40, and 14th above-ground as a 1.

Thank you for accepting my feedback. If you have any questions or would like to discuss further, I would be happy to do so.

Communication ID: 345194

Name: Anonymous

Comment:

Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities. I am tired of the divisiveness, discord and un-neighborly conduct the topic of light rail has caused in west seattle for the past year. That anyone assumes it is acceptable to tear down homes for commuting convenience that does not increase accessibility and is targeted to one privileged neighborhood is shameful.

Communication ID: 345210

Name: Seth Ely

Comment:

The overhead options will reduce property values in adjacent locations. The tunnel should be selected.

Communication ID: 345211

Name: Maya Hayashi

Comment:

[struck through --> "our organization prefers"] the 4th avenue option as the impacts to the CID would be less. The 5th avenue area is already a major traffic hub and w/ the tunnel busses extending upwards, there are questions about heavy traffic along w/ the plans for construction. The gate is an important entry point into the area. The CID is already affected by high levels of displacement, development, and is home to a vulernable population of elders, and low income workers. There needs to be a commercial study to look at the impacts on our businesses; especially w/ the increase in light rail traffic.

It seems like this 4th avenue extension is one more burden asked upon the the neighborhood to shoulder (in a long line of histroci city developments ... king dome, 1-5).

I worry that the 4th avenue option will further disenfrancise a disenfranchised neighborhood.

Communication ID: 345213

Name: John Wulff

Comment:

I have reviewed the plans for the Ballard alignment and station. I strongly prefer the tunnel option with a station on 15th Ave NW. I work at 5600 14th Ave NW. My proximity to the proposed elevated station at 14th Ave NW and Market hugely influences my opinion and also gives me a deep understanding of this neighborhood.

Bus transfers from a bus stop on 15th to a rail station on 15th are far more efficient than from a station on 14th to a bus on 15th, increasing ridership.

A station on 14th would require crossing 15th to access core Ballard, decreasing ridership and safety.

An elevated line on 14th would not be viable to continue north of 65th and Ballard High School, increasing future extension costs.

Elevated track on 14th or 15th would lessen desirability to develop those corridors, relative to a tunnel, which lessens future density and therefor ridership.

I believe that a tunnel with a station on 15th and Market will achieve maximum ridership, promote highest density, and prepare best for future expansion.

I am willing to pay for it through whatever taxation scheme deemed most viable.

Communication ID: 345222

Name: Tyler Laskowski

Comment:

Regarding the West Seattle route:

The Youngstown neighborhood is a small neighborhood that would not likely use the light rail, so a station here would go under utilized.

Surface routing along Delridge should be investigated. This would integrate the light rail into the neighborhood, reach more riders, and minimize the impact.

A station located further south, near Delridge Playfields and the West Seattle Golf Course would reach riders in the SF5000 zoning, and still be close enough to the LR and NC zoning in Youngstown to reach diverse housing densities.

A tunnel under pigeon point would provide the lowest impact on the neighborhoods that are intended to be served by the light rail. Please re-open engineering, cost analysis, and discussion regarding this route. This routing would also leave the neighborhood village at Delridge and Andover intact, which provides valuable services for the city (restaurants and retail include: Ounces, Uptown Espresso, Subway Restaurant, Skylark Lounge, Alki Beach Academy Daycare).

Communication ID: 345224

Name: Tyler Laskowski

Comment:

How will the route and station in North Delridge impact the Salmon Watershed ECA?

Communication ID: 345225

Name: Tyler Laskowski

Comment:

How many riders are anticipated to use the light rail at each station on the West Seattle Route?

Communication ID: 345226

Name: Tyler Laskowski

Comment:

What is the maximum elevation above ground the track will need to be in order to reach the top of SW Genesee?

Communication ID: 345227

Name: Tyler Laskowski

Comment:

How many residences and business would be demolished for each route option?

How many residents and businesses would be demolished if a route paralleled the West Seattle Bridge up to the Alaska Junction, and bypassed North Delridge?

How many residents and businesses would be demolished if a route tunneled under Pigeon Point?

Communication ID: 345237

Name: Aaron Wilson

Comment:

I don't like it. Regardless of whether or not they have a legal right to do so, I don't think it's right. And any convenience of additional nearby transportation to residents of 5th & Madison is grossly outweighed by the additional pedestrian traffic, associated crime/nuisance and significant loss of use and peaceful enjoyment of our property. I also believe such a proposal will substantially reduce resale marketability and hence substantially reduce owners' equity in their individual units.

Whether or not the below brief discussion of Eminent Domain and Just Compensation legally applies in this case, I believe it is only right that the residents of 5th & Madison be appropriately compensated if the proposal is implemented.

Just Compensation Clause:

Clause in the Fifth Amendment to the United States Constitution that provides “nor shall private property be taken for public use, without just compensation”.

Eminent Domain:

The power of a sovereign entity to take or appropriate any land within its borders for any purpose that it deems necessary or beneficial.

Public Use:

A use for property that is designed to benefit the public as a whole, rather than just a private individual or entity.

Economic Use Doctrine:

The rule that states that if a zoning law eliminates all economically viable use of a parcel of property, it is considered as if the government took the property, requiring just compensation.

Just Compensation:

Fair market value of a parcel of property that must be paid to a land owner who has had his or her property taken by the government.

Communication ID: 345240

Name: Mark Wainwright

Comment:

The "West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel " alternative is preferred. It has the least impacts at the Avalon Station and Junction Station and puts the light rail where it should be - underground. The Delridge impacts are unfortunate but hopefully owners can be accommodated. This option is the best option for the future of West Seattle and Seattle in general and is the most forward-thinking. The added costs are worth the investment.

Communication ID: 345434

Name: Laura Huddlestone

Comment:

My vote as a resident of Puget Ridge goes toward the West Seattle Tunnel or elevated options, (red or orange.) The more southerly the stop on Delridge, the better for the residents who are underserved by transit already, and the impacts overall on residences and businesses seem to be more tolerable.

Communication ID: 345435

Name: James Kamischke

Comment:

In regards to the West Seattle Alaska Junction options, where a future route to Burien is to be considered in the evaluation, I would be against options that may lead to the destruction of many single family homes on residential streets. The path to Burien must either continue underground (preferred) or be elevated on the main arteries such as California Avenue.

Communication ID: 345436

Name: Anonymous

Comment:

Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities.

Communication ID: 345437

Name: Mary Ann Fessler

Comment:

You are going to tear up neighborhoods that are the right place for high density housing. Leverage the existing wide main streets such as 35th Ave SW that provide access from downtown to Burien and beyond and have existing space for an elevated city. Do not tear down fully built streets where you will disrupt the most amount of people. Your proposals outside the junction make no sense. Pick the paths and streets with the least disruption mitigating cost to the city and potential law suits that will eat up tax payer money.

Communication ID: 345438

Name: Janna Annest

Comment:

I am horrified at the possibility that homes along 41st/42nd could be torn down to make way for an above-ground light rail route. There are major arterials a few blocks away - why wouldn't you use them instead of wiping out single family homes?

Communication ID: 345439

Name: Kathy Taylor

Comment:

Tunnel tunnel tunnel

Communication ID: 345440

Name: Todd Bronk

Comment:

Please continue to consider a tunnel as the only option for West Seattle. Destruction of neighborhoods from above ground, out of scale transit is a real issue.

The cost to underground and not have to purchase land and forcable remove homes from the right of way, along with the destruction and urban blight to this walkable neighborhood, far outweight the cost of a tunnel.

Communication ID: 345441

Name: Jay Kantor

Comment:

Any additional public transportation in Seattle is a vast improvement. Our city woefully lags behind so many other cities both larger and smaller than us. I lived in Portland during the expansion of their light rail and while briefly disruptive(and I lived in the thick of it) the final result vastly outweighed the disruption. While I'd prefer to see a Ballard light rail extend further north, this current project is gladly welcome.

Communication ID: 345444

Name: David Zabinski

Comment:

Hello,

Upon further discussion with neighbors, I would like to add to my previous comments opposing a raised light rail option on 14th street in a question and response format.

Question: but the proposed plan will terminate at 58th street. It does not significantly impact the rest of the street. And the section of 14th that is south of 58th does not have much housing. What's the harm in having an elevated line south of 58th?

Response: I have three major problems with this reasoning

Impact south of 58th: there are a number of residences south of 58th that would be severely impacted. They will suffer with an enormous eyesore directly in front of their homes. The train bell will regularly ring. The train wheels will regularly grind. Their home values will plummet, so they won't be able to afford to move. They will be stuck suffering while the rest of the city enjoys a stop that is a bit out of the way - it's not on 15th, where there are major businesses (though admittedly business may spring up in this case to serve line customers).

2. Impact near the line: just to the east and west of 14th are many more residences. Within two blocks of 58th are many residences. These residences will be greatly impacted by the noise. I understand that light rail lines are getting quieter, but I have enough experience to know that sound dampeners erode, and train bells for safety are omnipresent and incredibly loud. Again with the quality of life and home values in a residential neighborhood.

3. Inevitability: the city of Seattle continues to grow. We know that an extension of the line to the north is a significant possibility, else why cross the canal in the first place? This is the first of a multi-step process. Once future funding is secured, and the city council and voters wisely realize that further public transportation to the north is necessary, the only logical step at that point, if we have an elevated line, will be to utterly destroy the rest of the 14th street neighborhood. We will need to bring the elevated line down to grade along 14th, then likely go underground. What a disaster! Changes in grade are very loud, completely blocking, and it will most severely impact the much more heavily settled area north of 58th. By putting in the elevated line we will be pointing a gun at the heads of the people living north of 58th on 14th. Their homes will be worth nothing, as no sane home buyer will purchase a house with a gun pointed at it. Their prospects will be bleak.

And all when there are two wonderful options available - a line on 15th, a major thoroughfare where people actually want the line to go, and an underground option, the option taken in so many other cities where they don't want to destroy the quality of life of their residents! To me the answer is obvious: let's ceremoniously burn the proposal to have a raised line on 14th, and have a serious debate about the merits of an underground 14th, a raised 15th, or an underground 15th.

I hope you agree!

Communication ID: 345451

Name: Diego Martinez

Comment:

Sound Transit –

I oppose to the proposal of the construction of the midtown light rail station in 5th and Madison, specifically in the block where the 5th & Madison Condominium building is located. I am a resident and owner of a unit in this condominium building. Initially, the Sound Transit proposal located the station in the grounds of the old Court House building across the Seattle Public Library building. Recently, our community found out about the change of plans to build this in our block. Here I state the reasons why I oppose to this.

Construction noise – the construction will take between four to six years to complete. Even with noise ordinance in the city of Seattle, we know that noise starts before 7 am. The fee to get an exception and cause noise before 7 am is insignificant and even with no construction noise produced before 7 am, there are trucks bringing materials and machinery being set that cause significant noise before 7 am. Recently, in our condominium building we had to endure more than 3 years of construction right across the street for the Madison Centre office tower. Noise started around 4 to 5 am and this impacted my daily routine and significantly impacted my wife's health. We won't tolerate the construction of a light rail station right next to our building. I also lived in the Beacon Hill neighborhood during the construction of the Beacon Hill light rail station, I lived four blocks from the construction site and I could still hear noise from my apartment.

Parking garage & storage space – it was brought to our attention that the City of Seattle can seize private property and we might lose our garage spots and storage areas located underneath our condominium building. This is unacceptable. One of the top reasons why we acquired our condominium unit was the parking spot that came with the unit. The units in our condominium building are only 1 bedroom, the storage space is necessary, and we can't afford to lose it. Losing these components of our unit would significantly decrease the value of our property. Most high-end condominiums in the downtown area offer at least one parking spot. There is no compensation that could replace the convenience and benefits of having a parking spot and storage area in our unit.

There are not many residential buildings in the downtown/midtown area of our city. We found it very strange that Sound Transit is focusing in our block knowing there are plenty of locations that won't impact residential communities. We bought our unit with the intent to live in it and keep it long term. Make no mistake, we will oppose and fight Sound Transit if this proposal makes it to be their final decision. 5th & Madison is our home, our life and we will fight for the right to live there, the right for a peaceful community and the right for proper health and stress-free life.

We favor the expansion of light rail in our city, however, Sound Transit should find a location that won't impact residential communities, there are plenty of areas in the financial district that would meet this requirement. Our community encourages Sound Transit to consider other options.

Thank you for your consideration.

Diego Martinez

Communication ID: 345453

Name: Wai Sze Cheung

Comment:

Hi,

I'm a resident of 42nd Ave SW. I strongly oppose Sound Transit considering an above ground light rail route along my street. Instead, I would urge the city to consider the tunnel option as this is a heavily residential area and dense. I love my neighborhood. It's quiet and safe and I currently get some sunset. With the HALA rezoning, a 41 unit condo will be going up behind my house with insufficient parking. To add above ground light rail would just add further salt to the wound by adding noise and an ugly concrete structure. I'm already worried about my house devalueing due to rezoning and it could devalue further because of thiss. I currently pay city taxes as I Airbnb my home in the summer. It would be very disruptive to me financially and a source of ill feeling between myself and the city if an above ground option were to be decided upon.

I strongly support the city building a tunnel through the residential portions of West Seattle.

Wai Sze Cheung

homeowner

Communication ID: 345454

Name: Anonymous

Comment:

4th ave cheapest option in CID seems best from a passenger and ease of construction standpoint, and should be preferred

Westlake station should be integrated with current station like with blue alternative

Ballard station needs to be on 15th for best pedestrian and bus access adn denser catchment area

Communication ID: 345456

Name: Bryan Quandt

Comment:

For the Downtown, South Lake Union adn Uptown segments, I prefer the Blue Alternative because of the increase in ridership for no significant, if any, additional cost.

Over Mercer St., Westlake Ave/Denny Way, please consider ensuring the inclusion of entrances on both sides of the street to increase ridership. Please include factors associated with station location in the EIS: pedestrian accessibility and walkshed, safety (safety perceptions and chance of automobile collisions), etc.

I prefer the yellow and brown alternative for SoDo & Stadium because of the lower cost and potential fewer negative impacts to bus operations on the Busway. Please minimize such negative impacts.

For the EIS, please also consider: effects on other transit options of new infrastructure (ST buses, Metro bus), ease of transferring between Link lines and between Link and other public and active transportation options.

Communication ID: 345457

Name: Brian O'Brien

Comment:

Why would 42nd or 41st Ave SW even be considered as a possible route to Burien when there are broader streets like 35th, Delridge, or California Ave available? The cost, disruption, and overall neighborhood impacts that would be inflicted due to uprooting so many families would be unfathomable. The opposition would be vehement to put it mildly. I say either use a more common-sense approach when selecting a route, or let the driverless cars replace the entire initiative.

Communication ID: 345459

Name: Erin Tighe

Comment:

In selecting a preferred alternative, I support the downtown "blue' line for its increased entrances & RapidRide connectivity at Midtown, its closer transfer at Westlake, better Aurora transfers, and the ability to serve both Seattle Center and the retail core of Uptown effectively & safely for the Seattle Center/Uptown Station.

In the Ballard Segment, I strongly support a 15th Ave (or farther west) alignment. Though it is only numerically one street away, 14th Ave is 2-3 city blocks east of 15th. That's an unacceptable addition in walking distance to a retail core centered around 20th & Market.

In studying the alternatives, ST should pay particular attention to pedestrian mobility. Station should be considered with multiple entrances on opposite sides of arterials to minimize transfer penalty and maximize walkability. ST should also focus on bus transfers to fully integrate into the bus network.

Lastly, the public transit of the future shouldn't damage the public transit of today. ST should carefully study bus base impacts to preserve mobility during the construction period.

Communication ID: 345460

Name: Mary Brookman

Comment:

Hi,

I'm so concerned about Lightrail destroying my East Ballard community. If Lightrail goes up on 14th Ave NW, where our community just worked for over a decade to finally get a park, your telling us and this city that community no longer matters. Lightrail shouldn't displace community, it should serve high density urban centers. 15th Ave NW has been built now to accommodate an elevated or tunnelled lightrail. It can handle the noise much better. Please put light rail there instead of ruining the wonderful community East Ballard has and that benefits Ballard as a whole.

Thanks,

Mary

Communication ID: 345462

Name: Jeff Baker

Comment:

Greetings,

I am writing you today to share my concerns regarding the above ground light rail train you would like to send down my street in West Seattle. I have lived at 5430 41st ave SW since April, 2002. I enjoy restoring and living in classic craftman homes. These homes are a link to Seattle's past that many people walking by in my neighborhood enjoy looking at as they pass by, this is a quality of life issue. Approximately 70% - 80% of the homes on my street were built between 1900 and 1925 and they should be preserved as long as possible. I have been engaging some of the other home owners in the idea of making our small little neighborhood between the Alaska and Morgan Junction a historic neighborhood based on the houses that line the streets. If the light rail goes above ground down my street over 100 single family homes will be lost and so will the property for future home sites. The cost of buying these homes would be significant as there are several million dollar homes on the street. There will also be lengthy legal battles and I know of some neighbors who have already headed in that direction. So the money you might save on going above ground verses a tunnel might not be there at the end of the day. Also, the above ground option would ruin the other streets that are close by due to noise and increased activity due to the trains. This is a 100 year project and I believe it should have the smallest imprint as possible like the other light rail projects you are planning in other areas that are below ground. The below ground option costs more money, but over the course of 100 years, it's a drop in the bucket.

In the future the street could be redeveloped and at some point in time, one could increase density. The proximity to both the Alaska Junction and the Morgan Junction makes my street prime real estate for redevelopment in another 50 - 75 years when the old homes have lost their usefulness due to increased population. That will not be an option if you build the above ground light rail option and waste this valuable land. Please consider the next 100 years, not the next 10.

Thanks,

Jeff Baker

5430 41st ave SW

Seattle, WA 98136

Communication ID: 345465

Name: Rosalie Borda

Comment:

Hello,

Thanks for the presentation last month in west seattle. I have a few comments regarding some of the options and EIS topics.

topics I hope you will consider:

visual impact - both obstructions of views as well as the view of the rail system itself

neighborhood disruption

tree and vegetation removal

I am particularly concerned that the elevated track option will compromise views, be unsightly, and will remove too many trees. In addition, by the time this system gets built, 10 years from now, it will be an antiquated eyesore. I am in favor of the tunnel option. Seattle deserves the best , and not something we'll regret later just because it was cheaper (think Kingdome).

Regarding the location options for tunnel stations, I am in favor of the options located around 41st (sorry I don't have the map in front of me). I've lived in seattle my whole life and know that our neighborhoods are what makes this city great. Obstacles within neighborhoods such as the elevated track system or improperly located tunnel station will start the tear at the fabric that keeps neighborhoods intact. Part of that fabric consists of views. My home does not have a view, and I'm not writing here to defend view homes per se. I'm writing about neighborhood views, and these views need to be protected.

The Alaska Junction area where the rail system is planned to terminate is hilly with views everywhere. Locating a tunnel station at the crest of the hill on the street just west of CA, I think that is 44th, is going to disrupt the neighborhood that starts at the crest (44th) and cascades downhill to the west and branches north and south. The station will create a lot traffic and parked cars, in an area where parking spots are already scarce. Furthermore, a station on 44th will have no where to go if it wanted to extend south at a later date. That street is at the top of a hill and I vote against it as a location.

The alternatives on the east side of the Alaska Junction Hill are closer to the business core and apt. buildings. It is more favorable to locate tunnel stations on that side of the hill (key phrase is "side of hill" not top of hill). It would be easier to extend the system further south at a later date on this side of CA Ave. than on the west side. Terminating the tunnel east of CA rather than west of CA means a little less digging too.

Thanks for considering my comments. I was going to send you some quotes from Jane Jacobs' books in support of keeping neighborhoods intact but will spare you, you have probably read them too (I hope so anyway.).

I wanted to say how impressed I was with the visuals at the meeting and with the sound transit members stationed at each map table, patiently explaining the maps and answering questions.

Honestly, I wish we didn't need to build rapid transit here, I wish the Metro service, which has been great, would continue to serve our needs. But if rapid transit is in our future, then keep this part of the city beautiful and build a tunnel.

Thank you,

Rosalie Borda

west seattle resident

rosalie@borda.us

Communication ID: 345473

Name: Tona Thun Taylor

Comment:

tunnels are needed for the light rail projects in west seattle.

Communication ID: 345476

Name: Sharon Gustafson

Comment:

I feel if we need to have Sound Transit come to our Alaska Junction in West Seattle the long term effect on the character, quality & livability of our community & neighborhoood needs to be the top consideration. The West Seattle Tunnel proposal offers the best chance of preserving an important part of our neighborhood, it displaces fewer people, homes & businesses & better helps maintain the character of our neighborhood. We need our businesses, [illegible], live have the idea that the project could effect [illegible] business should be mitigated to help them survive, the elevated proposals would bring noise & distraction, disruption of traffic patterns by pillors on [illegible]..Usuually having our neighborhood separated by elevated structures & stations above ground. The station at 44th & Alaska (underground) might be best [illegible] its and it will take up.

Communication ID: 345479

Name: Andrew Stephenson

Comment:

The brown segment is the most suitable alignment downtown, which allows for maximized walkshed to First Hill, S.L.U., and Lower Queen Anne. The potential for the station near I-5 is an existing R.O.W. that permits Big Idea Visionary ideas like high speed rail and hyperloop or maglev to replace the express lanes (similar to I-90) to allow a through-station for future Portland-Vancouver transportation.

[Transcriber note: sentence in comment crossed out by commenter. See attached PDF comment form for clarification.]

Underground tunnels and shopping in pedestrian tunnels for station transfers. See: Japan.

Communication ID: 345480

Name: Susan Yanak

Comment:

Build the West Seattle light rail along an existing arterial (35th) vs. buying people out of their homes to build it along 41st or 42nd Ave SW.

Communication ID: 345483

Name: Joe Story

Comment:

Please evaluate these enhancements:

Do not make Lander pedestrians (including Link riders) climb an overpass and have to go up/down 50 steps to reach train platforms. Explore designs to keep pedestrian grades minimal. It will save escalator and elevator designs and maintenance

Consider aligning tracks from each line to be adjuacent to tracks going in the same direction. This can be done by moving SB tracks to Rainier Valley/Seatac to be the westmost tracks. That would allow for two center platforms - one for northbound trains and one for southbound trains. Engineering to build a new flyover would need to be done. This would also make switching tracks much easier as well as give riders across-platform transfers without changing elevation (the only place to do this).

Communication ID: 345487

Name: Marie Anderson

Comment:

I support the tunnel option from Interbay to the Ballard station.

Communication ID: 345489

Name: Patricia (PJ) Johnson

Comment:

To Whom it may Concern,

I am an owner in the 5th & Madison condo structure and I understand you are considering building the elevator access with taking some if not all of our parking garage as well as our storage units and build structures in our plaza.

I implore you to not build under and next to our building. By doing so you will significantly reduce our individual property value as well as create an environment of which is not conducive to a residential building.

When we purchased, we not only purchased our units but we also purchased our parking space as well as storage units. We will have nowhere for storage as well as to park our cars. Again, both were purchased with our property.

I purchased my condo as an investment for my future, if you carry through with taking our parking and building a large structure you will essentially be killing my future financial stability with the anticipated decrease in property value.

You will also create an environment of disruption to our living environment. The plaza is not a large area so the structure would bump up close to our building creating security and privacy concerns. There is also concern for stability of our property. Digging under our building could leave out building and property less than stable. And, years of construction under us and next to us is a less than desirable thought.

I beg you to not build under and next to the 5th and Madison condos. There surely has to be other areas for the elevator bays. Other non residential areas. On 6th Ave. just off Madison there is a park that is not used much that would be a perfect area for the structure. This area is just as central as our property. Or, on 4th Ave. just south of our building are parking lots and another park. Or, there is a Bartell's on the corner of 4th & Madison. That space would work.

Please consider other areas over ours. I again implore you to do so. Imaging if this was you, how would you feel about living next to the rail elevator bays and having your living environment destroyed with strangers walking all over your property and invading your living space.

Again, our building is residential and the only residential building of our kind in our area. Our building is LEED certified and considered a luxury building. If you carry forward you are destroying what we all purchased, our livelihood, our security and our safety.

I am available for discussion if you would like. (206) 910-3454.

Sincerely,

Patricia Johnson

Communication ID: 345492

Name: Mathew Morey

Comment:

First off I would like to say I am impressed with the time spent scoping the best possible route for the light rail in West Seattle. I have come to the realization that progress is important for our community and I need to subdue my selfish desires to protect my interests. I live on 26th with my family in a very neighborly and supportive community. We will be affected by the light rail; to what extent we will be affected is unknown.

I feel there is an alternative that is not being looked at and would like to share my opinion. The red line Delridge station then turning down Andover and into a tunnel would effect the fewest people in the Youngstown community, in my opinion. I just urge those involved in decision making to reconsider this option.

As the best plans are laid out and executed, I would also like to begin planning for my future contingencies. I would like to get more information about the house acquisition process. You can email or call me at206-702-8314.

Regards,

Mathew Morey

Communication ID: 345493

Name: David Ginsberg

Comment:

There was some commentary among Delridge area residents at the last open house about eliminating the Avalon station as a way to help pay for a tunnel option. This would be a tragic and short-sighted decision. It is clear that these residents are unfamiliar with 35th/Avalon as it is used today, which makes sense since most of them travel north to downtown, as there are no routes to connect north Delridge with Avalon or the West Seattle Junction, but this is the busiest transfer point in West Seattle aside from the West Seattle Junction and vital to the West Seattle Link alignment. I strongly support the tunnel option, for a number of reasons including:

Transit Oriented Development: An elevated guideway will impact our flexibility as the West Seattle Junction and West Seattle Triangle urban villages continue to grow and become more dense in a way that a tunnel will now.

Quality of Life: It will be less disruptive to the area and to quality of life in this increasingly dense urban village than an elevated guideway through the heart of West Seattle.

Future expansion: #2 will be even more important if this route is expanded south in the future, as vacating property down 41st/42nd/44th all the way to Burien will lead to expensive fights like those seen on the Eastside.

Height: Trains in the sky over increasingly dense populations in an area prone to earthquakes - what could go wrong?

We are building a system that will serve the region for countless generations to come, we shouldn't let cost stop us from making the best possible choice for the future. It is my hope that the ELG will work with the City of Seattle and the Port of Seattle to identify outside funding to build the tunnel option, with stops at Delridge, Avalon and the Junction (preferably 42nd or 44th - 41st is too far from the business district, with a north/south alignment to allow for future expansion to Morgan Junction and beyond). But...if we had to choose between a tunnel option and having a station at Avalon I'd choose keeping the station at Avalon.

Communication ID: 345494

Name: Mark D. Blitzer

Comment:

Time is not my friend. I will be 89 in 2035. So from a "selfish" standpoint I don't want any route/alternative which will extend the building of the Ballard line and/or push back its opening.

I prefer that the station be at Market & 15th. 14th is too far from the Ballard business district centered at Ballard Ave NW & NW Market St. Also, I want to look out over the Ship Canal & Fisherman's terminal which is a wonderful gateway to Ballard. I do not want to approach Ballard via a dark tunnel. And the bridge can be on the west side leading to a station on 15th Ave NW. It will be high enough that it won't need to open hardly at all.

Thanks for taking my comments and considering them!

Communication ID: 345495

Name: James Pasko

Comment:

Ballard Station location: The station should have a direct pedestrian access to the north west side of 15th Ave. Most users of this station will be coming from teh west side of 15th Ave.

Do not put the station on 14th Ave, it will not be as useful. Don't make millions of people cross 15th Ave, it is dangerous.

Ballard/Salmon Bay Crossing: A fixed bridge is best. It is cheaper than a tunnel and will not cause reliability problems for the system. However, a tunnel that places the station on 15th is acceptable.

Project timeline: Explore public/private funding, or additional Seattle-only funding measures to speed up delivery of this project.

Communication ID: 345496

Name: Jon Mathison

Comment:

ELEVATE DONT BURY

My strongest preference is that the train be elevated rather than buried through Ballard. Our trains and our mass transit should be showcased in full view with wonderful views for the passengers. We want a furturistic, modern system and every artists conception of a future, modern city shows trains in the sky. Let the cars be buried. Let transit riders take in the gorgeous views day after day. Let the drivers of single occupancy cars sit in tunnels where there are few distractions. Preference ELEVATED TRAINS. =)

In Ballard my preference is the station at 14th. This area has more ability for density. Selecting a route far to the west in Innerby sounds counter productive. Keep it on 15th.

Communication ID: 345497

Name: James C. Turner

Comment:

My wife and I moved into our home forty-five years ago and raised four children here. That first year we paid one hundred and eight dollars in property taxes, now we pay eight thousand. We are in our 70s and can remember paying ten to twenty dollars for car tabs, now we pay hundreds to thousands. Years ago I use to tell my friends that King county should collect a thousand for every man, woman, and child and just do it, build a first class subway system. A system that would fit if Seattle ever wanted to stop bring just a town and become a city. We voted yes for light rail but I find it ironic that now we are going to pay to have our own house destroyed and a viaduct built over our head.lol . Instead of being divisive, regressive and acting like an invading horde with a viadduct siege weapon you have a chance to do something good with a tunnel. Something good for people, their families and their neighborhoods. I was a Seattle Fireman for thirty-three years and the number one thing you can do on an incident is to not make it worse, start out with the same until you can make it better, do no harm! Well Sound Transit has a chance to do no harm and to make it better with tunnels which will aid in the future expansion. The other concern would be station placement, 44 Ave. SW. would be the best. At that location the existing parking lot could be used and it would connect nicely with the West Seattle TC. Do this right, I am counting on you, I voted yes for a tunnel, nothing else.

Communication ID: 345498

Name: Mary Cook

Comment:

I attended the West Seattle meeting on 2.27.19. From the alternatives presented, the Tunnel is the only way, for West Seattle. Anything else is putting West Seattle into a 2nd class district. I find that insulting & degrading. With a tunnel you are not displacing businesses, homes, apt, condos people's lives and livelihoods.

The physical presence of huge cement columns, coming up Fauntleroy or Genessee would be hugely overwhelming! The height, width, noise, driping and everthing else that comes along with it, truly monstrous! Is that beautifying West Seattle?

Truly the tunnel is our only option for West Seattle. Like Bellevue, Roosevelt, UW, Capitol Hill etc. they wouldn't accept anything but a Tunnel. The consensus I heard by going to each table at the meeting 2.27.19 was the tunnel is the only way!

Thank you for having the meeting and listening to W.S. residence.

Mary Cook

Communication ID: 345499

Name: Candace Sullivan

Comment:

Prefer tunnel option.

Communication ID: 345501

Name: Anonymous

Comment:

No street or elevated rail in west seattle. Spend my money on YANCY STREET/WEST SEATTLE TUNNEL or forget light rail in west seattle. A train is not the only transportation option and a stupid idea to tear up west seattle for a more convenient commute of three miles for a special few. NOT what my tax dollars are for and I do not see sound transit making any effort to listen to the preferred option of long time, tax paying residents of west seattle. Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

Communication ID: 345502

Name: Anonymous

Comment:

No need to split the Alaska Junction or any of West Seattle.

Select the YANCY STREET/WEST SEATTLE TUNNEL as the path of least resistance and minimal Destruction. No residential homes destroyed for the privileged few. Lower cost option with fewer stations and then we can get on with arguing about the next transportation option in vogue for another ten years. Or we can always vote again and 51% will not vote to tear a path through west seattle for convenient commute for the minority.

Communication ID: 345504

Name: Anonymous

Comment:

Comments:

consider expansion ~ both NB and East bound [EB] expansion is imporant.

No support for a moveable bridge. Even if it opens only a few times a day off peak, there's nothing to say in a hundred years, being stuck open is impossible

Investigate under/overground options to get folks around 15th/market, rather than at grade ped. [pedestrian] crossings

Consider the AMAZING views w'll be able to have from an elevated line

If ST can assure that the moveable bride will NEVER get stuck, that could be ok

Evaluation of rider experience in so many grade changes - will riders be uncomfortable w/ that

Communication ID: 345505

Name: Timothy Russo

Comment:

First and foremost the route must go on 15th ave. do NOT deviate.

Use the high bridge OR tunnel, stay ON 15th but DO NOT use a moveable bridge

move helix station north to Galer and 15th (push hard to rezone the Armory) <-- or even further north, there is nothing on prospect [st]. please Howe St would be much better.

Cut and cover station in ballard

These are listed in order of importance.

If you need more $ pleaes tax me!

I would rather we do it right and pay for it now.

Communication ID: 345506

Name: Sandy Sullivan

Comment:

I think the new link station should be placed in a commercial block, rather than a block that includes residential property.

I am strongly opposed to having it be between 909 5th Avenue and 901 5th Avenue.

If I'd know this was a possibility when we recently purchased our condo, we would not have purchased at this location. It would mean significant decline in quality of life and value of location.

Communication ID: 345522

Name: Timothy Popanz

Comment:

I think a moveable bridge over Salmon Bay (with service disruptions) is a short-sided, very bad idea. A tunnel under or high bridge structure over Salmon Bay is superior. If it is a high bridge structure, it should be on the non-Fisherman's terminal side--with the Ballard station at 14th and Market Streets. If the tunnel option is chosen, having the station at either 15th or 14th and Market becomes an option. Ridership will only increase to Ballard, with possible extensions to 65th and 85th (hopefully!). A moveable bridge with service disruptions would not serve this growing part of the city (with up-zoning at 85th) well enough for the future.

Communication ID: 345523

Name: Guanghao Ding

Comment:

I would like the proposed two above ground “headhouses” and two shafts NOT in 5th and Madison block.

Communication ID: 345524

Name: Ray Ruhlen

Comment:

This is just an awful website. It asks for the same information over and over again, and doesnt send me to the page with some INFORMATION about this project. I'm supposed to comment here, but you havent given me any INFORMATION about it. How can I comment without seeing the information? Please send me a new e-mail with the information about the project, so I can comment with some knowledge about it.

Communication ID: 345526

Name: David Ginsberg

Comment:

For CID: it is clear that with shorter traffic revisions, shorter transfer times between lines, closer proximity to the CID, and lower cost that the cut-and-cover 5th Avenue station should be the preferred alternative. Next would be cut-and-cover 4th Avenue. The transfer times alone, plus the cost, make both of the deep bore options non-starters in my opinion: nothing is gained from a rider perspective or from a neighborhood perspectivefor the additional expense.

Communication ID: 345527

Name: Ray Ruhlen

Comment:

This website is horrible. I have to keep filling out the Captcha questionnaire over and over again, with it never sending me to a place to comment. Once I have done this (I have!) I should be able to access the site without going through all the rigamarole.

Now for comments. I looked at the progress description, and, clearly should have been active last year. The segment about Ballard is really scary. And also clearly hiding from the real desire for the project, which is providing faster high speed traffic between Ballard and North Seattle to the suburbs to the North, obviously trying to get an alternative to Aurora and I-5 access, iin the process demolishing Ballard as s living community. It seems like these planners are working to demolish as many of the working regional communities of the city as possible , converting it all to apartments, local offices of national companies, etc,

My closest concern is the light rail facilities on 14th NW. My home is on NW 59th, 1-1/2 blocks East of 14th NW.

properties on the area between 14th NW and 15th NW or adjacent include St Alphonsus church and school, Ballard Market, Ballard High School, Safeway, and other churches and schools. The process will severely Impact the activities of these business as well as all the homeowners and renters in this area. It seems clear to me that it would be better to do it to 15th NW, since that is a major travel route already, with less residential facilities adjacent to the main street. The only reason I can see for all this construction on 14th is to prepare for light rail of some kind going North, which even the preparation for that will devastate St. Alphonsus church and school and Ballard High School, and all to provide access to fast travel between communities well North of our neighborhood and the Downtown and south areas of Seattle.

Another example of these organizations trying to demolish the neighborhood character of Seattle, and make us like other grossly urban areas of the world.

Communication ID: 345541

Name: Pipo Bui

Comment:

I prefer print the new trains underground. It is expensive now, but a much better and more durable investment in future growth. Above ground trains will conflict with traffic, produce significant noise for the people living and working nearby, and throw shade/particulates on the people below, making the area less walkable.

Communication ID: 345545

Name: Bryce Kolton

Comment:

ST3 will be a massive investment in the Seattle region, and needs to be built right with the thoughts of riders first. Reliability is a key issue: a Ballard drawbridge would be a foolish choice that could hamstring trains in future expansions for decades to come. Ship traffic interrupting thousands of riders is a non starter.

Similarly, 14th Ave for a Ballard station has dramatically lower pedestrian access from the heart of Ballard, the whole reason we're building light rail to Ballard anyways. Do not cop out and choose a 14th Ave location because no one is complaining about impacts. 15th is superior in terms of connection to the community, bus transfers, and ease of access.

Transfer points in the new system will similarly be important. ID/C, besides maybe Westlake, will be the most important transit station, especially for other intermodal connections. The cheapest option is the right option: build a cut and cover station under 5th. Impacts to the community are regrettable, but other construction locations, like on 4th, in addition to having far worse connections, still have appreciable construction impacts. Save money and transfer time by placing the station closest to the existing ID/C station.

Finally, expandability should be considered now. Ballard could expand north or east, ans west Seattle south. Stations should incorporate further expansion without requiring service disruptions or massive rebuilding.

Communication ID: 345548

Name: Eric Avakian

Comment:

This plan buries entire neighborhoods underneath viaducts, ruins entire views eastbound and skyward. There are ZERO street-level renderings shown. A massive portion of the neighborhood will be underneath concrete bridges and you've shown zero views at this level!!

Put this underground as promised and voted on!

Communication ID: 345549

Name: Eric Avakian

Comment:

Topics to study in the environmental impact statement

Noise going over established residential areas.

Loss of homes.

Visual blight of viaduct running through a residential neighborhood.

Tunnel effect of concrete overpasses throughout the west seattle region

Loss of ENTIRE eastern view down Alaska street

Communication ID: 345550

Name: Ryan Sales

Comment:

West Seattle dealt with this a decade ago and said "no". Again, to raised rail, "no"!!!

Listen, West Seattle streets are already engineered for street rail. That was accomplished in the 1920's. So, tunneling, or raised rail makes no economic sense. Whereas street rail can eliminate some of the bus lines, and create a link rail to West Seattle bus hubs, like the Admiral District, California & Fauntleroy, and California & Alaska Junctions.

California Ave SW and 35th Ave SW don't need busses. Rail and cars. Bus hubs then more easily link to downtown/Ballard or other bus/rail throughout the region.

Raised Rail is not sensible or a reasonable cost.

Communication ID: 345551

Name: Carolyn Caster

Comment:

prefer tunnel in Ballard, station/access should be on 15th/Market where all the rest of the transportation already is; transfer from the D or 44 to the train would all be in the same place and already along an arterial.

very surprised that 14th would even be considered, ridiculous idea that makes zero sense to anybody who uses public transportation or lives in Ballard.

Communication ID: 345553

Name: David Poleski

Comment:

topics to study....how about sparing the Pigeon Point neighborhood by digging a tunnel UNDER the neighborhoods to obviate the need for displacing all of those families. PLEASE RECONSIDER BUILDING TRACKS ABOVE GROUND. PLEASE BUILD A TUNNEL INSTEAD!

Communication ID: 345554

Name: Thomas Rush

Comment:

The best possible ridership for the Ballard Line puts the station location in the center of the urban village, at 20th Avenue and Market Street rather the alternatives of 14th or 15th.

This location is closest to all of the current density, and closest to potential future development.

Please consider this alternative when looking at locations.

Communication ID: 345555

Name: Scott Cooper

Comment:

I would like to see an option moved forward for the Ballard station that is further west and central to the Ballard urban village around 20th and Market. The option laid out in the Urbanist article (link below) seems to be a good compromise that will increase ridership to help justify increases in costs, and make more sense in terms of serving the greatest number of people. Options on 14th or 15th do not meet the needs of the neighborhood well enough. Years ago Sound Transit responded to similar community feedback and made the wise decision to move Roosevelt Station from the perimeter of the urban village (near the park and ride) into the core of the urban village. Ballard is at a similar crossroads and would benefit from the same thoughtful responsiveness to community needs and desires.

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 345556

Name: Joe Banks

Comment:

The tunnel option for W. Seattle from 35th & Fauntleroy to the end is imperative due to:

The sheer number of houses & businesses that will be lost to build the above ground rail and we already have a housing shortage in Seattle.

2. The noise -- a tunnel is much quieter

3. The aesthetics -- is will be an eyesore to have the rail above ground in a densely populated area. Also, many people will lose their views.

Obviously, there are budgetary concerns. However, W. Seattle should not have to be stuck with ALL above ground options while other areas of the city get tunnel options. A fair compromise would be for the majority of the W. Seattle route from downtown to be above ground and at 35th & Fauntleroy it goes into a tunnel until the end at either 42nd or 44th & Edmonds. We must think long term.

Thanks for keeping us updated & in giving the neighborhood the opportunity to provide input. Thanks -- Joe

Communication ID: 345557

Name: Curtis Walton

Comment:

I believe the Ballard segment should end closer to the core of the neighborhood. Specifically, the proposal to put a station at 20th and Market described in the post from the Seattle Transit Blog on 3/21 would be ideal (link at end), serving both Ballard and Fishermen's Terminal. The proposals to place the Ballard station on 15th or 14th would not truly serve the neighborhood and would be akin to placing the Roosevelt station near I-5 vs. it's current location.

In West Seattle, the proposed tunnel options do not provide any real benefit. Unless the local community can find 3rd party funding, a North-South aligned elevated station at Alaska Junction should be considered.

In the ID, Sound Transit must balance the needs of future riders and preserving the neighborhood. The benefit of better connecting this neighborhood to the region will be lost of the community established there is displaced.

The Midtown station should be as close to 1st hill as possible and the SLU section should incorporate the largest walkshed possible.

The Queen Anne section should provide easy connections to Seattle Center and the arena there.

Link to Seattle Transit Blog posting: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

Communication ID: 345558

Name: Tom Lang

Comment:

Why not a short tunnel to Ballard through Fisherman's terminal (shortest distance across Portage Bay)? The station could then be sited on 20th Ave NW, just north of Market Street, in the densest part of Ballard (high ridership).

A potential station at Fisherman's terminal could also be enticing to the Port, as investment in that property could produce huge revenues in the future. Third-party funding needs to be explored early. Let's not plan a transit line, and THEN go shopping for funders. Community engagement means talking through all the options early on, so that we end up with the best possible result.

Communication ID: 345563

Name: Meghan Coletta

Comment:

There is no reason to make cost saving measures at the expense of a neighborhood. Do not create an above ground transit train into West Seattle that will destroy the homes and business in its path.

Communication ID: 345564

Name: Kirsten Franklin-Temple

Comment:

I am concernted about the possible plan to have light rail run above ground through West Seattle. I believe that there will be a significant environmental impact on the community due to the noise, loss of affordable homes, and possible safety issues due to the density of the proposed area for the light rail. While more clostly, in the long run, a tunnel would have less impact on the community while meeting the goal of reducing vehicle traffic.

Communication ID: 345565

Name: Josh Michaels

Comment:

Please perform full assessment on the noise and terrible look of elevated track.

The elevated track option seems a bit of a bait and switch.

Communication ID: 345566

Name: John Schlick

Comment:

Excuse me, but I just heard that you are thinking of elevating the light rail thru west seattle.... There was some nonsense about it being cheaper...

WHO THE FUCK CARES!

This is PERMANENT infrastructure. you build it once and it is there forever.

West Seattle has the elevation and the geology (600 feet of relatively hard packed glacial till - yes, i have pulled the test samples from when the roads were built) to make underground the right choice.

DO NOT think we will forget about this in the years future, HOW CAN WE if you build above ground... we will find your names and curse them forever - as the worthless fucks that couldn't DO THE RIGHT THING and build it underground.

So, allow me to say it again:

UNDERGROUND!

UNDERGROUND!

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Communication ID: 345569

Name: Peri Countryman

Comment:

I use public transportation every day for work and words can not express how much I love it. But in regards to the new Light Rail going through West Seattle you must do things right. Seattle is turning into an example for what other cities could have with expanded public transportation so therefore cost-cutting alternatives is not the thought I want to put out into the world. I'm specifically worried about the Environmental Impact. By possibly building the rail above ground you

will be impacting the community you are trying to serve in a very negative way. What's the point of building a high speed line to West Seattle if you'll have a negative impact on the business's or quality of life to most of the residents living there? And what is the impact of the noise of the rail going to have on the environment in general? These are questions that must be answered before a Light Rail is irresponsibly built.

Communication ID: 345571

Name: Alicia Rodman

Comment:

The long trail should be a tunnel. West Seattle is unique in that it is community focused. Having a mass transit system will be a great addition to the ever growing population but it shouldn't come at the expense of destroying the neighborhoods that make the city unique. Putting an above ground transit will be loud and obstructive and ruin neighborhoods. It should be a tunnel. In the long run in our earthquake prone landscape, tunnels would be safer alternatives. Investing in a more expensive tunnel will save money in the long run.

Communication ID: 345572

Name: Christine Morrell

Comment:

I am a long-time West Seattle resident and I strong oppose an elevated rail system in West Seattle. This will negatively impact our neighborhood and should not be considered a viable option for this project.

Communication ID: 345573

Name: Eka Masli

Comment:

I'm very concerned and dismayed with the "yellow line" option running through the residential neighborhood. As far as I know, no past transit line will affect an established residential neighborhood like this, most have run parallel to existing main thoroughfares.

The "yellow line" option reduces existing housing when we already have a housing crisis, it will devalue a lot of the adjacent properties.

I do think that a line that stops short of the junction will best serve west Seattle. A line that is parallel to Fauntleroy St, already a main thoroughfare with many multifamily housing nearby, will have a better potential of serving more people, and be least disruptive to west Seattle citizens. A station should be close to the junction, but not necessarily be in the junction. I think a station on Alaska and Fauntleroy will be the more optimal spot, as well as reducing the amount of climb that the rail will need to climb.

Communication ID: 345574

Name: Alex Heye

Comment:

I don't like any of the provided options. I highly support the suggestion made by STB: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

I know I would use this significantly more then the 14th or 15th alignments.

The ability to extend the line is also a huge benefit here, I'm concerned about limited options as development continues in Ballard north of the 14th or 15th terminals.

I have a lot of colleagues and friends in the Ballard area, I enjoy many of the restaurants, bars, etc at night, but unfortunately I don't see myself ever taking public transit there unless the line is as close to the center of the neighborhood as possible.

Communication ID: 345575

Name: Heather Basinger

Comment:

I am worried that if Sound Transit goes with the 'cost saving alternative' of an above ground route for the light rail, we will be furthering destroying this lovely little neighborhood, by tearing down families homes, having to deal with the noise and vibration, it is going to be an eye sore and not to mention the safety issues. West Seattle is a relatively small community and having an above ground route would just be terrible for us. We need a tunnel for the West Seattle route.

Communication ID: 345576

Name: John Renehan

Comment:

Add consideration of a 20th Ave NW station. Ballard is actually one of the few true urban neighborhoods in Seattle. Putting the light rail station outside of the urban core would be really stupid. Skip the Interbay stop to make a useful one if we have to. Absolutely do not put a station at 14th Ave NW, unless the City agrees to close 15th Ave NW to cars.

Communication ID: 345577

Name: Anthony Maggiola

Comment:

I support a tunnel under 20th ave in Ballard. A tunnel is necessary to give the line reliability over a draw bridge and minimize impacts to the fisherman's terminal and salmon bay. A station on 20th ave is closer to the center of Ballard and would attract more ridership. This option would be less invasive and potentially cheaper than a moveable bridge and a station on 14th.

Communication ID: 345578

Name: Brett Wiseman

Comment:

I support a better Ballard option, the major components being (1) an aerial bridge over the BNSF rail yard, (2) an optional station at Fisherman's Terminal, (3) a shorter tunnel under Salmon Bay, and (4) a station at 20th Ave NW and NW Market St.

Please read more here:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 345579

Name: Chris Dempewolf

Comment:

An option for the ballard link connection that has a bridge over the BNSF railyard, connects fisherman's wharf to allow for direct consumer access to ships, and direct via tunnel to downtown ballard would be the most appealing option to connect northwards.

And a tunnel version of the West Seattle extension will allow the LINK to maximize ridership into the core of the ridership and have a south facing endpoint for further stops southward.

Communication ID: 345581

Name: Jason Gruenwald

Comment:

Hello,

As a rider of the current link light rail from downtown to the UW everyday, I can say that the tunnel for the West Seattle route would be very attractive. Taking the transport off of the road, eliminating bridge openings, and leaving the neighborhood in tact and not creating an ugly elevated train monster would be an absolute preference. I take the bus or ride my bike downtown now, the train is VERY welcome. I voted for and already paid my share for a monorail that was

never built. I am ALL for the train. The traffic here is horrible and the train could fix the problem. HOWEVER, an elevated train is not a good option. I do not want my tax dollars to pay for an elevated train. I voted tunnel, I am still voting tunnel, or I want my money back.

Communication ID: 345582

Name: Megan Van Woodward

Comment:

Any chance, any chance at all that this could be reconsidered?

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Truth be told we are already getting squeezed out of Seattle (moving states this fall) so this isn't our circus nor our monkeys anymore. But if you're gonna spend a gajillion dollars, might as well do it right, no? The option at the link is the right one. It's what serves the neighborhood best, tomorrow and forever. Hope someone can figure it out.

Communication ID: 345583

Name: Tamie Andersen

Comment:

I live in Ballard & will be close to the 15th Ave NW & NW Market stop. I am concerned about the impact the transit station will have on the intersection; where will the transit station be placed?

I also stand fast on the opinion that the transit line should be tunneled under the Ballard bridge. The ship canal is a very busy industrial area with the bridge raising at all times of the day regardless of rush hour traffic. An elevated structure with disruptions would make a very inefficient transit way & would look absolutely ridiculous .

I appreciate all the work being done by SDOT/WSDOT to make commuting in the 21st century more efficient. Sorry to go off topic, but I LOVE the SR99 tunnel! It is super slick for those of us living in the north/NW area of the city.

Communication ID: 345585

Name: Ron Sprinkle

Comment:

"Yes my name is Ron Sprinkle. I reside at 4727 49th Avenue Southwest in Seattle. I would like to make a comment as far as the West Seattle Link. I would like to see kind of a common route being followed over the West Seattle bridge to the North and West. I'm sorry North in Del Ridge area and then as it comes up to the junction area in the triangle area. I would like to see that in a total format up to the junction. Other than that I have all my comments but basic alignment is

fine. However I would like to retain the character of the West Seattle Junction area and underline onlineline. I'm sorry a underground alignment. Thank you very much. Bye bye."

Communication ID: 345589

Name: Anonymous

Comment:

West Seattle does not want light rail at the expense of tax paying residents homes for a more convenient commute for a very limited few. Some residents of West Seattle will never ride a train three miles to SODO. Sound transit has no justification to destroy the Alaska junction. Light rail is not providing additional service to the most heavily used portion of mass transit in place today. Sound transit has not listened to the recommendations of the elected officials that represent west seattle.

Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

As a resident of West Seattle, I no longer have faith in Sound Transit the Elected Leadership or that this is a considerate process. It simple appears to be aimed at creating the most damage possible

Communication ID: 345590

Name: Anonymous

Comment:

If sound transit cannot focus effort on the YANCY STREET/WEST SEATTLE TUNNEL, as the elected council members recommended option and cannot be bothered to pursue the Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL. As the preferred west seattle option, I would just as soon you get out of west seattle and forget the light rail. West Seattle has made it abundantly clear that there is no interest in a street or elevated route. No need for three stations and no desire to cleave the Alaska Junction in two. No justification to take any tax paying residential homes, when the YANCY STREET/WEST SEATTLE TUNNEL obviously is preferred.

Communication ID: 345593

Name: Emily Jones

Comment:

The charm of West Seattle is the "home away from home," where you're close to the city without feeling like you're amidst the business. This light rail would obliterate that sanctuary feeling many families, business persons, and elders settle into West Seattle for. Bussing is still available, and many Seattleites bike. This project seems unnecessary besides the progressive technology aspect, and would be extremely disruptive to the West Seattle community.

I understand the wanting for lessening the city's environmental impact but there must be another way around this issue without affecting so many local families and their peaceful homes. Once construction begins, many individuals may move away as the projected time would take 5 years to complete.

Communication ID: 345594

Name: Kirk Bentley

Comment:

Any elevated approach in WS junction is a terrible idea. While it may appear less expensive fiscally, the damage to the livability and enjoyment of the area are too costly to bear.

You'll need to find a way to built an underground station in the junction. Another better option is to move the line and creat an elevated track along Delridge. This would serve many more low income people and reduce traffic.

The Angel Lake station is a similar type station. The WS junction won't withstand a development like that. It will kill desirability of the area, destroy events like WestFest and creat a new viaduct shadow that's unacceptable.

Clearly, a tunnel is the only real option that will work for this area.

Communication ID: 345595

Name: James Pasko

Comment:

Please study a Ballard station location that is in the center of the urban village. Study a station location on 20th st as explained in this post: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

None of the alternatives currently studied serve riders well.

Communication ID: 345596

Name: Marybeth Coghill

Comment:

As a lifetime reside of West Seattle, I've seen a lot of rapid change over the last ten years. I understand transportation is a major issue in WS and needs help, so I am not entirely against lightrail. However I believe having the lightrail come into the West Seattle junction will have a negative effect on the community.

Alternatively, would having the station based near the Seattle port right at the West Seattle bridge be a possible option? That lot has been empty for years. This lot could have parking, but also shuttles and buses that go throughout West Seattle/White Center bringing people to the lightrail station instead of increasing traffic in the junction.

Constructing these massive above-ground lightrail routes will honestly be quite ugly and tower over the sidewalk/streets, completely changing the neighborhood into an unattractive place to want to visit (see Angel Lake). The latest towering apartment buildings are already creating this effect on Avalon (which many locals now refer to as "Avalon Valley"), these structures will only add to the unappealing atmosphere. Having the station in the junction will only increase issues with population/parking. While the buses pick up travelers at the stops in the junction, these are most often not the most crowded pick-up points.

There must be another option.

Communication ID: 345604

Name: Kate Arsenault

Comment:

I believe that the station and tracks should run down 15th Ave. The goal of transit should be to move the most people with the quickest transit times to increase ridership.

The interbay station placement on 17th seems to be in the middle of nowhere in a very unwalkable area. If the station was to go there, there would need to be substantial improvements to make the commute and fromt he station.

Communication ID: 345605

Name: Julie Kopp

Comment:

From:WSB Link

Sent: Thursday, March 7, 2019 12:36 PM

To:krugerlutzdesign@gmail.com

Subject: Fw: Question about the light rail open house meeting tonight 3/7/19

Hi Julie,

Thank you for your email regarding theWest Seattle and Ballard Link Extensions project.

The meeting guide that we sent last night includes information on the SODO/C-ID stations and the Downtown stations. The Downtown map is on the right side of the inside panels, along with the key differentiators. I have attached it to this email for reference. Meeting guides will also be available at the event.

As far as your questions about your property, we will have technical staff on hand tonight to walk through the proposed alignments and station locations – no decisions have been made yet.

Thanks again for reaching out. We look forward to meeting you later today.

Thank you,

Olivia Rother

West Seattle and Ballard Link Extensions

Sound Transit

tel 206-903-7229

Connect with us

soundtransit.org/wsblink

facebook.com/SoundTransit

twitter.com/SoundTransit

Communication ID: 345608

Name: Stephanie Kim

Comment:

Please study a Ballard station located in the center of the urban village, as described here: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Thanks! :)

Communication ID: 345615

Name: James Gamez

Comment:

Ballard Segment

-Helix bridge is a better option than Galer St. due to proximity to Expedia

-Consider station south of Drabus and north of Gilman due to redevelopment potential of Interbay Golf Center.

-Prefer tunnel option over elevated for ship canal regardless of cost.

-Prefer 15th of 14th; closer to center of high density development (current+future)

-Extend to 85th st. + 15th

greenwoord, aurora, northgate

Communication ID: 345617

Name: Charles Cardinaux

Comment:

I think it is worth studying an alignment that gets closer to the heart of Ballard. I would definitely support studying something similar to the alignment laid out in this article: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 345622

Name: Megan Addison

Comment:

Hello,

Thanks for the opportunity to comment on this project!

I read an article on Seattle Transit Blog about routing the north end of this line as an elevated line over the rail yard, then tunneling across the narrowest part of the Ship Canal to a station on 20th/Market. It makes a lot of sense and should be considered. If you haven't looked at it yet, here's the link:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 345757

Name: Doug Holtom

Comment:

Two alternatives for the Midtown Station are not sufficient. A large portion of First Hill residents will use the Midtown Station and a ridership analysis needs to be crystal clear. Pedestrian improvements across Interstate 5 need to be planned & budgeted for. Madison Street & Spring Street bridges should be redesigned for First Hill pedestrians/bikers, as they will make up a significant portion of ridership. Do not entertain ideas of underground tunnels to/from First Hill from the Midtown Station. A third station location needs to be proposed. Sound Transit needs to message that this station will serve First Hill!

Communication ID: 345758

Name: Richard Kettlewell

Comment:

I vehemently oppose the “above grade” Sound Transit concept for West Seattle. It not only displaces home owners but will drive down property value at or in near proximity. A total eye sore.

A tunnel on Capitol Hill, Montlake, U District was a good idea there but Sound Transit must have concluded West Seattle is a 2nd class neighborhood. Imagine a forest of concrete columns holding up a train traveling thru residential neighborhoods. I do not want another viaduct built here!!

The "Fauntleroy Project" was to beautify the entrance to West Seattle from 35th Ave SW to SW Alaska St. Sound Transit destroys that by building a railroad up Fauntleroy and destroying neighborhoods on and around Gennesse! Who came up with this concept? They don't live in W. Seattle

Communication ID: 345761

Name: Gillian Hansen

Comment:

There needs to be an environmental impact study. I am not in support of the elevated rail plan. My home would be directly impacted as would many apartment buildings nearby - these are some of the only affordable options left in Seattle. Middle class homes options cannot be removed.

Communication ID: 345762

Name: Anonymous

Comment:

[Illegible] Sodo's part should be built with the possibility that one day, the area may be developed into hi-density mix use in mind.

I don't care about impacts.

Put $$ into good transfers at Westlake, Chinatown, and

No tunnels, especially at West Seattle and Ballard. No movable bridges. We need this system cheap and reliable as possible.

Retain the Sodo busway if at all possible.

Site SLU station to [illegible] aurora, ensure it is compatible with a future aurora link going under it.

Denny station should have entrances on both sides of Denny

Communication ID: 345763

Name: Anonymous

Comment:

Please keep studying both station options (4th and 5th) in the ID – the impacts on businesses and traffic and historic buildings vary so greatly that decisions should be made based on most info.

Same w/ Downtown – the tunnel / station is just one data point of the network that shifts.

Communication ID: 345766

Name: Aaron Harris

Comment:

I would like to see included in the EIS the impact of not performing the various projects, and further relying on cars and the health and environmental impacts of continuing to make various concessions for the sake of car-based transportation. When looking at ridership projections, also public how lower ridership impacts additional road trips.

Also include in your consideration not just that lower ridership pushes people to cars, but rather pushes people to rideshare, which has been shown to be even worse for miles driven, carbon emissions, and congestion in the downtown area than private cars.

I left my comments during the L1 review process and hope those comments will be considered in addition to these.

In brief:

· Tunneling under Salmon Bay, while expensive, is the right thing to do here. Its not as expensive as tunneling in West Seattle.

· Make midtown station more centrally located so it can serve First Hill / future freeway lid.

· Republican Street alignment seems the best tradeoff through Seattle Center.

· Westlake & Denny station is the hub of SLU/denny triangle. Focus on stations there.

· Make transfers between road/rail and rail/bus easy at all stations.

· Keep in mind what may come in the future ST4, ST5, ST6…when considering capacity

Communication ID: 345769

Name: Anonymous

Comment:

Comments:

If possible, build all platforms to be compatible w/ future platform extensions.

All locations where pedestrian crossings may be difficult, such as Mercer, 15th and I-5 and Aurora, please build stations that straddle the intersection, so pedestrian access may be made easier.

Extremely important: good bus-rail transfer environment.

Plan for the future – for example, build/site the east-west bit of WSB link through SLU/denny to be compatible w/ Metro-8 subway buildout someday, ensure Ballard and WS terminal stations are built such that future expansion to the north and east along w/ to the south are possible, respective.

I don't care about property impacts. In fact, use this as an opportunity to clear some land for high density redevelopment!

Communication ID: 345784

Name: Zachary Shalla

Comment:

A tunnel under 22 Ave W from Interbay to Ballard connecting to an underground station at Market and 20th, such as in the article https://seattletransitblog.com/2019/03/21/a-better-ballard-option/, sounds like a highly desirable option that I would like the group to consider.

Communication ID: 345785

Name: Howard Wu

Comment:

I would like ST to reconsider the option for the Ballard connection to follow the 20th Ave NW alignment via a tunnel. More details can be found at:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

Communication ID: 345789

Name: Betsy Braun

Comment:

I am concerned that the current 6th Ave midtown station location and worse, the 5th Ave midtown station locations are duplicating coverage already provided by the 3rd Ave station. There is SIGNIFICANT demand and need for connectivity east of the CBD on First Hill.

This is an investment that needs to last 100+ years. In that time, the CBD is going to leap over the freeway and head east (it already is!) Please reconsider moving this midtown station further east to cover this growth. A location at Terry and Madison would serve the major institutions, residents and businesses growing on First Hill.

Please consider this as an alternative in the EIS. If it fails, please consider how to link First Hill more effectively with downtown transit to reduce and improve commute times for our very transit-dependent neighborhood (BRT + streetcar are a slow start) We need more connecting to these regional systems. Thanks!

Communication ID: 345790

Name: Scott John

Comment:

I used to live on Crown Hill, and still get to Ballard fairly often, even though I now live in the south end. The thing is this: once the train is built and I want to visit Ballard I will likely take the train as long as it gets me close to where I want to go - and 14th and Market isn't it! The station really needs to be somewhere around 20th, which is much closer to where the dining and entertainment options are. Indeed a station at 20th is even closer to where most of the PEOPLE are in Ballard. A station at 14th, at the very edge of Ballard, doesn't serve enough people, and will cause others, such as myself, to choose to drive when visiting.

Please explore every possible option to put a station in the heart of Ballard. I honestly don't even care if it's above ground, below ground, north-south, east-west, but by god please put the station in a place people want to go to!

Communication ID: 345793

Name: Bryce Kolton

Comment:

Please, please add the late-coming 20th ave option for Ballard to the EIS. It's a fantastic alignment! https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

Thank you,

Bryce

Communication ID: 345794

Name: Tom Skinner

Comment:

I support the better ballard option mentioned on this blog https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Please review this option instead of the terrible options you've outlined so far.

Communication ID: 345795

Name: Michael Roleru

Comment:

Sir/Madam,

As a resident of the West Seattle Junction neighborhood I am writing to express my concern about and opposition to the proposed elevated light rail option. Instead for a long list of concerns, some outlined below I would wholeheartedly support the tunnel option.

UW tunnel was $600M per mile yet tunnel to Alaska Junction Station (less than one mile) has day one projected overage of $700M. Was $150-300M per mile elevated cost subtracted?

What is the methodology used to determine the need for two stations within a 10-minute walkshed? Especially since bus routes can be diverted for convenient transfers? Can the Avalon Station be eliminated in favor of a transit hub on Alaska between 40th and 41 st? This money saved could be put towards a tunnel. What are the effects of vacating 39th Ave SW surface traffic flows, especially considering the existing dead end at SW 41st and the one-way block at SW 42nd? Are we to except additional traffic on the non-arterials?

Why was the additional "yellow" line up Genesee proposed as an option? Voters were given the impression that light rail would follow the West Seattle Bridge and turn up Avalon. Why is a North/South facing Alaska Junction Station important? What plans are there for expansion? Is the Alaska Junction Station the right place to expand? Has a transit center (more buses shuttling residence to one of the West Seattle Stations been considered?

Respectfully,

Michael Roleru

Communication ID: 345796

Name: Alan Peizer

Comment:

To whom it may concern:

I wanted to comment on the West Seattle light rail project. I was born and raised in West Seattle (Fauntleroy) and now live in the Admiral area. I have become a frequent user of the West Seattle Water Taxi, especially recently during the viaduct shutdown, and have continued to use it after the new tunnel opened. It meets my needs because of the shuttle service that picks me up and drops me off at Seahurst Dock and then picks me up after work and brings me very close to home off Admiral.

I would highly recommend that whatever choice is made with regard to the elevated vs. the tunnel alternatives, that shuttles be employed on a regular basis, for whenever the light rail is running (including evenings and weekends) so people will be able to leave their cars at home and not have to look for parking spots near the light rail stations. Either shuttles or more frequent bus service in order to keep ridership high on light rail. It would be nice to take light rail from West Seattle to an evening show at the Seattle Rep in the Seattle Center. That's the point, right?

I would also recommend the alternative that would be the least expensive and the fastest to complete (which I believe would be the elevated alternative if I am understanding the alternatives correctly) so that we can see light rail sooner rather than later. Aesthetics are not as important as function and existence.

Thank you,

Alan Peizer

Communication ID: 345797

Name: John Blincoe

Comment:

Hello-

I looked closely at the schematic proposal for the rail in West Seattle and it looks like it will be routed along 41st avenue SW from SW Alaska all the way to Burien. This would be a huge mistake and would displace many single-family homes. Please do the right thing for our future generations and go underground. A tunnel here makes much more sense. Sure, it will be more expensive and take longer to construct but it's a much better alternative than an elevated.

Thanks for your consideration

John Blincoe

Communication ID: 345798

Name: Dan Baker

Comment:

Hi- just wanted to leave my comments and concerns about the proposed link extension to West Seattle.

Tunnel is the much preferred option- I understand costs involved but the negative impact on the neighborhood and quality of life in West Seattle is so great with the elevated version the extra cost for the tunnel is well worth it.

The two elevated options are unacceptable as the completely destroy the character of the community as well as wiping out numerous neighborhoods. The hulking structure dominating the main entry thoroughfare into West Seattle would be a blight on the community- more reviled than the Alaskan Way viaduct and what that did to the waterfront.

I am totally open to and agreeable with the increased density in West Seatte…and how that will likely increase in the future, but as a 35 year resident of the neighborhood I cannot support the idea of the elevated rail line. There is a cost to living in the city that we all must bear- and the financial cost of the tunnel is much more bearable than the demoralizing, dystopian impact of the elevated line (okay, thats a bit dramatic but still how I feel).

Thanks for taking my input.

Dan

Dan Baker Creative

Communication ID: 345805

Name: Preston Sahabu

Comment:

I am concerned about recent developments in the ST3 alternatives, particularly with the Ship Canal crossing into Ballard. While it is important for the alignments to not interfere with the operation of Fisherman's Terminal, a high bridge to 14th will have detrimental effects on ridership and land use for generations after the station is built.

While I am aware that a station at 20th Ave NW was discarded following the Level 1 alternatives, the incredibly positive effects on ridership and land use should encourage us to continue exploring the option, particularly if third-party funding is being considered. To that end, I have been encouraged by Dale Menchhofer's proposal for a shorter tunnel to 20th Ave NW in Ballard, explained in detail here: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

I encourage this or a similar alignment to be used in the third-party funded alternative, while the existing bridge alignments are considered for the base alternatives. For the latter, a high bridge to 14th Ave NW could be made more acceptable if the track turned west onto Market Street with a station closer to 15th Ave NW, with the goal of continuing toward the heart of Ballard at a later date.

Communication ID: 345807

Name: Peri Hartman

Comment:

Hi I tried to do the online form and every time I fill out the first page which asks for my ZIP Code and click the next button it takes me to an advertising page for survey whatever it's called the survey company. Anyway I would like to leave one comment regarding the regarding the station location for the uptown area and that would be that I know that the proposals are showing the station location being next to the sports arena basketball arena but in reality I think it would be better serving the public to have a station location closer to the center of uptown probably near where the metropolitan market is and my reasoning is this: people going to a sporting event or making a outing evening alright or day whatever time of day it is and walking three or four extra blocks between the station and the stadium as part of the event as part of the activity the entertainment even it isn't necessary for the station to be adjacent to the arena. However people that are commuting going to do errands live in the area, etc., four blocks makes a big difference on convenience and therefore I believe very strongly that the station should be located very much in the heart of where people go who live and work in the area as opposed to people coming to the stadium. Thank you very much. My name is Perry Hartman my phone number is 206-284-4052 that's 206-284-4052 thank you.

Communication ID: 345810

Name: Marlis Turner

Comment:

My house was built in 1906. I have lived in it for 45 years. I truly enjoy my neighborhood. I have seen the Alaska Way Viaduct built and torn down. I have paid taxes on a monorail that never came to fruition. We have a chance to get this right.

An elevated railway is unacceptable. It would rip neighborhoods apart, impact eagles and other wildlife in the area, add intolerable noise and shadow effects, and decrease property values.

We need to build a tunnel. That is the only solution. I also recommend the West Seattle station be located at 42nd Avenue SW and Alaska St as opposed to 41st Ave. SW. 42nd Ave SW is closer to the Junction and existing/proposed bus routes.

Again, this all needs to be underground.

Communication ID: 345812

Name: Mark Brunson

Comment:

It is absolutely necessary to place the Ballard station as close to the urban center as possible. A station at 15th Ave is not great and a station at 14th Ave is unacceptable. I strongly support new alternatives that move the station further west. The solution proposed by Dale Menchhofer on Seattle Transit Blog to send the trains over the BNSF rail yard and under the canal to a station at 20th Ave NW north of NW Market St. This would increase ridership by maximizing the number of household and destinations in the station walkshed.

Communication ID: 345813

Name: Annika Ittes

Comment:

To whom it may concern,

I am writing to express my concerns regarding the proposal for an elevated West Seattle light-rail on 41st or 42nd Ave south of Alaska.

An elevated light-rail will have a lasting negative socio-economic impact on our neighborhood and our residents. By building and elevated light-rail, Sound Transit would require the removal existing housing, displacing entire neighborhoods during our housing crisis. The elevated system would require that countless family homes to be demolished and would reduce property values of each and every home adjacent to an elevated rail. This reduction in property values and the removal of homes would negatively effect the property taxes due and City of Seattle income indefinitely.

It is important to note that an elevated light-rail would increase noise, vibration, and potentially crime. This would negatively impact the neighborhood and community character. West Seattle has one of the largest populations of all the communities of our city. With the largest landmass and low density, we have the greatest opportunity for growth. The proposed “Yellow Line” option will destroy our neighborhood, leaving a scar on West Seattle and inhibiting this growth.

Please consider the socioeconomic, long-term, and personal effects an elevated light-rail will have on our community.

Annika Ittes

40th Ave SW Resident

Public Transpiration Advocate

Communication ID: 345816

Name: Jason Little

Comment:

Need to have a tunnel into West Seattle. The other options are neighborhood destroyers. Prefer the station on 41st or 42nd.

Prefer Delridge route that places station atop Delridge rather than in neighborhood. Try to minimize turn from Delridge to Genesee and place station farther south.

No preference on SODO routes. Seems like surface is less costly and can work along busway.

Smith Cove station should be north to provide easiest access to both Expedia and cruise ship traffic.

Fixed bridge over Ship Canal but without cable stays to minimize visual impact. See plans for 520 Portage Bay to mirror lower impact design.

Communication ID: 345818

Name: Marco Lovelace

Comment:

This would be a great addition to Seattle transit system. My question would be how long would the duration of this project be. Would this be a duel extension. How would these changes effect bus routes?

Communication ID: 345819

Name: Chris Wells

Comment:

I am not happy with the "cheaper alternative" on the light rail to West Seattle. I am a resident of the North Delridge community. I fear the loss of houses, displacement of businesses - it's too disruptive.

I understand that there will always be some sort of disruption. Some will lose their houses - but the tunnel saves a lot of them, and keeps the momentum of neighborhood businesses that we have been seeing lately.

Do the right thing, not the cheap thing.

Communication ID: 345820

Name: Anonymous

Comment:

Hello I'm a resident of West Seattle and in particular I'm on the 42nd Avenue Southwest and I completely object to the idea of it being an above ground light rail option in my neighborhood. I am feeling like the city is actually targeting my street in my neighborhood. First we had to go through months and months actually years the rezoning scenario which recently got decided that we would not be upzoned to multi family housing rate. Just in time for you to propose an above ground 90 foot elevated light rail line and taking over three blocks in our neighborhood. How on earth does that increase density. All other neighborhoods are getting tunnels: Capital Hill, Ballard. We in West Seattle should be getting a tunnel not decimating the character of our neighborhoods. So that you could also, later, upzone the neighborhood once you've destroyed it. We do not like the light rail being an above ground option. Thank you very much.

Communication ID: 345821

Name: Jodi Wenn

Comment:

West Seattle NEEDS a tunnel! Why do other neighborhoods get to keep homes, businesses and streets intact but West Seattle doesn't? Do not ruin our neighborhood with ugly bridges and above ground tracks. We deserve the same light rail as Capital Hill and the U-district.

Communication ID: 345962

Name: Michael Rosenwood

Comment:

A 20th street station, North of Market, makes MUCH more sense that a station on 15th, and a 14th street station makes NO sense, as it is much too far to walk, especially with luggage, from where most of us live.

Please re-think your plans,

Thank you for listening.

Communication ID: 345963

Name: Katie Besaw

Comment:

Although I completely agree with the expansion of the light rail I do not agree with the elevated trains. It would be very disruptive to the neighborhood when there could be an alternative that is less disruptive. The tunnel would allow for better transportation to/from WS and still allow for people to keep their homes and enjoy the beauty that is West Seattle.

Communication ID: 345978

Name: Larry Scheib

Comment:

Forgive me but I haven't heard back on my question which is: Why does it take the same amount of time to travel from a 5th Ave shallow based station to Sounder as it does a 4th Ave shallow based station to Sounder? 4 minutes should not apply to both stations unless there is a gross error in station design. International District stations deserve better attention than this.

Communication ID: 345979

Name: Evan Nichols

Comment:

If Sound Transit is going to dig a tunnel to Ballard, they might as well put the underground station at 20th Ave NW and NW Market Street. PLEASE READ: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Sound Transit MUST MUST MUST at least study this before moving forward!

Communication ID: 345980

Name: Kathleen Greiff

Comment:

Do not do an elevated system. We just got rid of a noisy elevated highway at great cost, namely the Viaduct. Do it right the first time. It won't get cheaper. If you are going to cheap out on it, don't do it at all.

Communication ID: 345981

Name: Jarrod Peace

Comment:

A tunnel alignment under the ship canal and a station west of 15th Ave would provide greater reliability and ridership. A station at 14th feels too far out of the way.

Communication ID: 345982

Name: Amy Stoelinga

Comment:

I am strongly in favor of options that include the tunnel in West Seattle. This is a project that has impact on future generations and we need to think long term, even if that makes current issues and funding more challenging. Hubs in Seattle neighborhoods are already dense and slated to get denser. Overhead tracks and stations take up more room in these areas, limiting the use of the land, but also severely impact the unique neighborhood feel. I have seen mass transit all over the world and can say from experience that it is much nicer to have the stations underground in neighborhoods within the city and above ground in areas further out of the hub where there is more room to work with. While any build will impact the surrounding area, my understanding is that the above ground options will have a much larger impact and I am not a fan of the visual and auditory intrusions of these tracks and stations in the heart of the Alaska Junction area. Again, I very strongly feel that a tunnel in West Seattle is the option I support.

Communication ID: 345983

Name: T Neinas

Comment:

I have lived in this neighborhood 24 years, I've planted every tree on my property, built the rock wall with rocks I collected, and a have a list a mile long of improvements I've made to make this a comfortable home [like most home owners I could go on and on about that]. I feel this neighborhood and it's neighbors are threatened with extinction and it saddens me to no end. I now live 4 miles from my place of employment, a job that I hope to retire at someday. I catch a bus one block from my house and 20 minutes later it drops me right off in front of work. I can get on my bike and ride to Alki or a number of other area's that I cherish. I LOVE THIS PLACE and I feel like it's easier for you to pick on places that are not strong enough to push back. We aren't a big corporation or the port we are individuals trying to enjoy the quality of life that we've made for our self here in this location.

Yes, West Seattle voted for light rail trusting the disruption would be minimal. The most minimal thing you could do at this point is to tunnel thru pigeon hill, bypassing the homes on 25th and 26th. The plans I've seen show that OUR homes would be demolish. Yes a tunnel will cost more money but it can be done, we just finished a tunnel down town on what I call fill in an earthquake zone. Yes, there would be challenges but as the song goes " It's all about Money ain't a damn thing funny....". Money is the real issue isn't it? I know it's not rational but what if some of these fat cats in this town kicked in some $. You know, took maybe an hour of the interest they make in one day on their billions and paid for it. I know just a crazy thought but you have to get tired of reading the same old stuff.

I have gone to two neighborhood meetings and am done, they just get me going and no one has answers just questions "what do you want to see in this neighborhood when light rail comes through" MOOT point since we most likely won't be here. Sheesh !

So say you win and you take my house out, what houses are for sale that are comparable to a 760 square foot house that's built with real timbers with the low fixed interest rate that I have now that is 4 miles from my work and 4 miles from downtown? Sure you'll have some flexibility with the footage but am I going to be pushed south? north? I'm not interested in being further out.

When this gets started you will need a staging area for equipment, buy up our homes for "fair market value" plus moving costs etc....and then after it's done turn around and sell it for quite a bit more as the land will then be very desirable. Win / win for sound transit wouldn't you say? Bitter? perhaps but isn't that how it works?

I just recently got approved for a home loan too which in my eyes potentially creates more garbage for the land fills and puts an extra financial burden on me knowing it's for not. Putting a new roof on a house that's coming down in say 2 to 6 years is wasteful. No one can tell me anything except that we are in the planning stages. OK I get that but it's against my grain to create garbage in what is suppose to be a green city, that's right every little bit matters and it's stressful. So I am going to continue with my home improvements and hope for the best because that's all I have is hope that you make a decision that will disrupt less of the lives of the people in this neighborhood. Many of which I have lived next to for 20 years or more.

I've already left work early from one panic attack from considering what this disruption will do to my life and now I'm doing what I can to lower the stress this has been brought on by this.....writing and expressing my feelings is one way to do that whether there is anything constructive in here or not [I am aware of the rant factor]. All I have are my opinions at this point, I just hope it is enough but history tells me otherwise.

Communication ID: 345984

Name: Linda Frank

Comment:

Tunnel under 15th - we just worked as a community group for 12 years on Gemenskap Park - if the project goes up 14th the park is threatened - extending the park is what I would like to happen - again tunnel under 15th :)

Communication ID: 345986

Name: Bill Cruikshank

Comment:

The current alignments proposed for the Ballard segment are not ideal for ridership and should not be considered for development. Instead, please consider an alignment west of BNSF/20th/Tunnel option as proposed by Seattle Transit Blog. Details can be found here: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551. Ultimately, this alignment will better serve the center of the Ballard urban village where ridership will be the highest. Both the 14th and 15th Avenue alignments have significant drawbacks. The drawbridge option has been largely denounced by the public and the tunnel option is longer and more expensive then a 20th Avenue alignment option. This route is also unique because it is the only route that will not interfere with current BNSF operations and add a desirable stop at Fisherman's Terminal. Please consider this alternative to improve our transit network.

Communication ID: 345987

Name: Jamie Azimova

Comment:

The current alignments proposed for the Ballard segment are not ideal for ridership and should not be considered for development. Instead, please consider an alignment west of BNSF/20th/Tunnel option as proposed by Seattle Transit Blog. Details can be found here: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551. Ultimately, this alignment will better serve the center of the Ballard urban village where ridership will be the highest. Both the 14th and 15th Avenue alignments have significant drawbacks. The drawbridge option has been largely denounced by the public and the tunnel option is longer and more expensive then a 20th Avenue alignment option. This route is also unique because it is the only route that will not interfere with current BNSF operations and add a desirable stop at Fisherman's Terminal. Please consider this alternative to improve our transit network.

Communication ID: 345990

Name: Rajneesh Gupta

Comment:

Decision to have link to east of 15th could be one of the most shortsighted decisions ever. Most of the urban village centers around 22nd ave. How can you justify a station being over half a mile from there? Also east of 14th is zoned mostly industrial and has poor bus roots. West of 15th, on 22nd or 20th is where station needs to be. That's where everyone lives (according to you own studies). West Seattle gets 2 stations and Ballard can't even get one in Ballard. This is poor and must be political. Read this for best station location:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#comments

You wouldn't call the station at Westlake to be south lake union, yet that distance is less than what 24th and market is from 14th. Disgraceful. Also I was at initial meetings and everyone in our group chose the 20th option, however your stakeholder committee completely ignored it and commented that people preferred east which is not true! I was there... see the initial diagrams and you'll see we identified most Ballard population and sites to be closer to 20th.

Communication ID: 346002

Name: Jacob Simmons

Comment:

I am a west Seattle resident living on 41st Ave, living on one of the proposed streets designated for elevated light rail. I am in favor of the light rail, but the elevated option is set to tear down and destroy far more family homes than acceptable. My family's house, and many others like us rely on our homes for family business and are reliant on living in this neighborhood. Forcing us into this plan for our houses, at unfair prices isn't democratic and doesn't respect our

rights to property which we've made our homes for generations. If you have an interest in affordable transportation and livelihood in this beatiful area of Seattle, you have an obligation to finance the least disruptive option for our residents.

Communication ID: 346008

Name: Kent Pearson

Comment:

I recently read about an alternate proposal for a Ballard route that would go past Fisherman's terminal and then under the ship canal to a station at 20th and Market Street. This seems like a fantastic option, and one I think Sound Transit should seriously consider.

All the best,

Kent Pearson

Communication ID: 346024

Name: Aaron Akin

Comment:

I vote agents the bill I live here & its an unnessesery waste of text player dollars to put a light rail to west seattle. We already have enough empty c lines as is. Thanks local concerned renter!

Communication ID: 346025

Name: Chris Logan

Comment:

Topics to study in the Environment Impact Statement.

How will the noise, vibration, and light polution be addressed for the residents in immediate vicinity?

How will this route negatively impact home values?

What is the danger radius for catastrophic events?

Communication ID: 346026

Name: Lynn Ogdon-Perrine

Comment:

We need a tunnel in west Seattle and not a elevated rail. The proposed elevated line would destroy what makes west Seattle, west Seattle. Small town with a main street midst of a larger city.

Communication ID: 346027

Name: Wes Lum

Comment:

I'm a resident of West Seattle. I prefer the underground route despite the cost.

Communication ID: 346028

Name: Bradley Leonard

Comment:

I keep hearing and reading about an estimated difference in cost between elevated and tunnel options for West Seattle rail and stations ranging from $700M - $1B+. Will Sound Transit commit to studying the financial losses associated with elevated guideways and stations? These would be mostly in the form of lost potential for high-density housing where it becomes unbuildable due to the elevated track.

Communication ID: 346076

Name: Tyler Branham

Comment:

PLEASE locate the Ballard station underground on 20th and route via a tunnel under Salmon Bay. Proposed stations at 14th and 15th are simply too far from the heart of the urban village, which is what ought to be served to maximize ridership and accessibility.

And please ensure this 20th station location is designed to easily intercept a future underground line to UW with a seamless underground transfer experience for future riders.

Communication ID: 346077

Name: Matthew Holzknecht

Comment:

Thank you for providing a space for this discussion!

I am a long time resident of 14th Ave and part of the East Ballard Community Association. We continue to work hard on maintaining a neighborhood feel to our area while making room for density and growth.

I would like to put a vote in for the tunnel under salmon bay along with underground stations at Market and 15th. My concerns for an elevated system are mostly about the negative visual presence the structure would take up, the increased noise from the station, and the ability to eventually take the line further north underground.

Thank you again.

Matthew Holzknecht

Communication ID: 346080

Name: Ross Bleakney

Comment:

Please build the station closer to the heart of Ballard, at 20th and Market, as described in this essay: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/. Doing so would result in significantly more riders, and a significant times savings for most riders.

Communication ID: 346085

Name: Patrick Carnahan

Comment:

Please consider studying this alignment for Ballard/Interbay as suggested on the Seattle Transit Blog:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

This route has potential benefits including improved overall access to the Ballard urban village, better integration of bus service, fewer impacts to both the BNSF Interbay rail yard and Fisherman's Terminal, greater reliability than a low-height drawbridge, and lower tunneling costs than the options currently being considered.

Communication ID: 346091

Name: Monica Pantley

Comment:

I was informed by our pastor, at St Alphonus that the light rail might be going through on 15th Ave. My vote is for 14th or underground would be best as traffic is already so bad on the surface streets. Please do not block St Alphonus church.

Thank you,

Monica

Communication ID: 346092

Name: Dana Pantley

Comment:

My input for the light rail is to have it tunnel under 15th Ave in Ballard or on 14th.

Thank you!

Communication ID: 346093

Name: Craig Moore

Comment:

Please consider the tunnel/20th Ave station option presented in this post: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

This option will generate higher ridership and better fits the land use, which is critical for such a significant transportation investment.

Communication ID: 346099

Name: Steven Court

Comment:

Follow something like this

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

This is a great alternative. Allows for the tunnel, no bridge to ballard it needs to be a tunnel. Plus this allows for future expansions north and east.

Communication ID: 346150

Name: Melody Lyee

Comment:

We should build the tunnel to connect the light rail to Ballard. Any bridge solution requires more maintenance and disruption to the local establishment in the long run. Seattle should not be short-sighted and should try to do the right thing and build the right thing from the beginning!

Must build the Tunnel (station on 15th)!

NO BRIDGES!

Communication ID: 346158

Name: Bruce Carter

Comment:

I am attaching my suggested routing topics for study regarding the planned West-Seattle-Ballard ST3 line.

Please advise me ASAP if my comments should be directed to a different address.

Thank you,

Bruce D. Carter

3012 West Eaton Street

Seattle, WA 98199

[transcribed word docx attachment below]

October 3, 2019

Dear Sound Transit

I a submitting the following suggestions regarding your on-going scoping study.

Specific Routing topics of study:

Study the Level 3 "Brown Line" from the tunnel portal west of Elliot Avenue to a surface station at Galer Street, continuing the "Brown Line" on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 "Blue Line" from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.

Also study an underground station further west at 17th Ave NW and Market Street in Ballard.

Transit Ridership topics of study:

Maximize reliabilty of future transit commutes:

* do not allow low reliability features subject to failure during the useful life of the project, especially drawbridges.

Minimize future transit-rider commute times:

* Consider total future transit rider commute times with respect to the following negative impacts: drawbridge failures, and transfer penalities associated with bus-rail integration including: minimizing bus turning movement requirements to

drop off passengers at the Interbay Station, bus platform locations nearest to station entrances, and rail platform locations to reduce transit rider transfer walk time.

Environmental topics of study

Acquisitions, Displacements and Relocations

Consider maritime displacements in Salmon Bay and the operations of extremely hard to relocate maritime industry in Salmon Bay.

Economics

Consider the long-term negative economic impacts of both increased operating expenses to maintain and negative effects on surrounding commerce of drawbridge failures, similar to the Ballard Bridge failures we currently experience.

Consider permanent negative economic impact of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliot and 15th Avenues and at Fisherman's Terminal.

Consider significant negative economic impact of construction of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliot and 15th Avenues and at Fisherman's Terminal and Salmon Bay.

Consider the positive economic effects of increased access associated with future expansion per the Sound Transit Long Range Plan to both the north and east from a Ballard Station location

Environmental Justice

Consider transit users from Interbay and east Magnolia who are living in naturally affordable housing as transit users who may otherwise have to drive to work or school.

Land Use

Consider current land use in Ballard and total activity in Ballard Urban Village. Consider how to locate the Ballard Station as close as possible to those residential units and commercial activity locations while minimizing other impacts.

Consider TOD potential in Interbay, including: East Magnolia and West Queen Anne.

Measure walk-, bicycle- and transit-shed in detail using actual sidewalk infrastructure, planned bicycle infrastructure, and Long Range Plan for King County Metro Transit including potential bus circulator connections for central and west Magnolia and Seattle Pacific University. Please do not use crow flight radiuses to measure walk-shed, please include slope steepness and total travel time in walk-shed analysis.

Please include all 2040 Metro Connects Long Range Plan Magnolia bus routes as potential ridership boosting connections to land use in Magnolia.

Consider the future redevelopment and potential increased population and ridership from the Interbay National Guard Armory site.

Consider the Port of Seattle's planned industrial land use development on the north and east sides of the Port's Terminal 91 complex.

Noise and Vibration

Consider the current noise and vibration of the BNSF freight yard and the relatively lower impact of locating the light rail infrastructure near that rail yard.

Parks and Recreational Resources

Consider how to integrate the Interbay park facilities in future plans

Consider how to minimize impacts to Interbay P-Patch facilities

Public Services, Safety and Security

Consider how to reinforce the Dravus Street overpass of BNSF, specifically for non-motorized and transit and emergency vehicle access to serve emergency access point needs to the Magnolia neighborhood.

We recently saw mobility reduced due to snow. We expect mobility to be reduced in the event of the Magnolia Bridge failing. Light rail is likely to operate normal regular service. Please consider the Interbay station location and station access (from Magnolia across the BNSF railroad) improvements as vital safety improvements for the neighborhood.

Transportation (traffic, freight, navigation, transit, non-motorized)

Please consider the negative impact both permanently and especially during construction of the Representative Alignment on all vehicle and vessel movement in Interbay and Salmon Bay.

Please consider how to locate the Interbay Station closer to Dravus Street for better bus-rail transit integration to reduce commute times for future transit riders.

Please consider how best to integrate Magnolia and Seattle Pacific University bus routes in King County Metro Connects 2040 Long Range Plan with the Interbay light rail station.

Utilize current and improve existing pedestrian and bicycle infrastructure connections to Smith Cove and Interbay station locations.

Study additional walking, bicycle, and bus transit connections among Magnolia, Queen Anne, Interbay and Seattle Pacific University and their positive impacts.

Ensure design of Link Extension integrates with current Magnolia Bridge and future Magnolia Bridge Replacement options.

Consider the future redevelopment and potential increased population and ridership from the Interbay National Guard Armory site: consider added walking and micro-mobility connections between Smith Cove and Interbay stations that would allow access to Armory site and Whole Foods.

Visual and Aesthetics

Consider the current aesthetics of the BNSF freight yard and the relatively lower impact of locating the light rail infrastructure near that rail yard.

Water Resources

Consider the impacts of construction of above ground Ship Canal crossings on salmon habitat and migration in Salmon Bay.

Thank you,

Bruce D. Carter

3012 West Eaton Street

Seattle, WA 98199

206-285-5556

Communication ID: 346161

Name: Colin Miller

Comment:

Please study an alignment into Ballard with these components...

(1) an aerial bridge over the BNSF rail yard,

(2) an optional station at Fisherman's Terminal,

(3) a shorter tunnel under Salmon Bay, and

(4) a station at 20th Ave NW and NW Market St

...as proposed here by Dale Menchhofer:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 346164

Name: Anonymous

Comment:

Maybe ST3 should look at a more southern route that runs on the surface up along 1st Ave S, over the river near 1st Ave S bridge, and then up Myers Way. Camp Second Chance is city property that could be used for a light rail station to benefit all with a bus transit or park & ride. Then routing up the hill from there and north to downtown WS…. A southern route would have a gentler grade, could include more potential riders for this mass transit project, and should be cheaper to build without lengthy bridges or tunnels. Mass transit – the object is to get as many riders as possible at the lowest cost with the least environmental impact

Communication ID: 346166

Name: Anonymous

Comment:

Support for WS elevated alingment. Expandable, cheap, what the Sound Transit area needs!

[grade separation in SODO is Awesome! scratched out]

No support for the CID 4th ave alignmen[t] because it costs too much and moves folks away from easy Link transfer. Spend a tiny amount of that huge price tag on business mitigation if it's such an issue.

Grade separation at Lander/Holgate is great though.

Support @ grade through SODO, as long as overpasses are built

Traffic/property impacts are unimportant we're building a subway here, basically

Communication ID: 346167

Name: Anonymous

Comment:

Take another look at Yancy Street/W. Seattle Tunnel option. At my table at last night's Delridge Station meeting, one of the hot topics was the idea of re-looking at the Yancy Street/W. Seattle Tunnel option that was eliminated at the end of Level 1 last year. Here is the reference material: https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-level-1-alternatives-development-and-screening-part-1-20190215.pdf Specifically look at pages 16 and 19. It has some issues that will need to be addressed–specifically where the Delridge Station is located and the fact that there are only two stations in WS, not three. I'm not an engineer, but ST has said all along that there are opportunities to mix and match, so I'm thinking there may be a way to shift the Delridge Station in this option farther to the east–perhaps near the strip mall on Andover and Delridge. But it does solve several issues, among them: lower impact on Youngstown housing; keeping the guideway in an area that is already noisy and mostly industrial–thereby eliminating the impact the park/golf course and green spaces; and leading into a tunnel into the heart of the Junction. No elevated tracks. We were encouraged by our facilitator to offer this up in our scoping feedback, which I will do. If this interests any of you, please do the same.

Communication ID: 346169

Name: Anonymous

Comment:

Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority

Communication ID: 346172

Name: Chris Kafader

Comment:

I am concerned about the noise, safety, and environmental impacts of an elevated solution for West Seattle. I would much prefer the tunnel solution even if it is more costly and results in higher property taxes and/or causes the project to take longer to complete. I am a West Seattle property owner and active voter.

Communication ID: 346174

Name: Jerry Roberson

Comment:

Alignment in Alaska Junction - station should be aligned North-South to better-allow for any future extension to the south.

Alaska Junction station should be located **east ** of California (not west) to the better-centered in greater commercial area of Alaska, between California & Fauntleroy

Tunnel option is preferred (even if it means re-zoning to higher densities to pay for the additional cost).

If elevated is chosen, use Fauntleroy (RED OPTION). Don't wipe-out a whole neighborhood with the elevated yellow options.

Delridge - Red-option station is too far north to be any good

Delridge - Blue station is closer to the heart of Youngstown/N. Delridge, but I don't like that it wipes out a neighborhood.

Yellow station is best-sited and does minimal negative impact to neighborhood (Preferred!)

Communication ID: 346178

Name: Anonymous

Comment:

YANCY STREET/WEST SEATTLE TUNNEL = path of least resistance in West Seattle.

Why would the anyone that is actually a resident advocate to do as much damage and destruction as possible for a dated mode of transit for a privileged few that this will serve, eliminating tax paying residents as the base of the community by taking their homes when there are no replacement options?

This is commuting convenience for a very limited few, it provides No additional transportation for the currently underserved community of west seattle. The Alaska Junction is adequately served by the bus station currently in place. This is a shameful example of privileged spending every other tax payer's money.

Sound Transit does not have my support to plow a path of destruction through west seattle. Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL and add to the EIS.

Communication ID: 346180

Name: Jonathan Winslow

Comment:

No Deep Bore Tunnel Stations in I.D. - too expensive for what is needed - build simpler station

Surface alingment thru SODO for both lines

* designated platforms for cross-platform transfers

* weave tracks with crossovers to allow

* place station at overpass (LANDER)

Prefer station on 4th [Ave. S]. in I.D. but no[t] opposed to 5th Ave

Prefer 5th Ave Westlake Station, but most important to me is easy transfer here with minimal impact to existing Westlake Station[.] concern that 5th would be more disruptive

Prefer Denny station south of Denny and South Lake Union Station easy of Aurora - for better placement and station spacing.

Prefer Seattle Center station at Mercer --> close to Lower Queen Anne - Cl blk walk [perhaps trying to say city block walk] is Arena is no issue on gamedays but convenience of station closer for every day use to LQA Urban Village heart

Ballard Station must be on 15th Ave (really should be further west in Heart of Ballard

prefer tunnel option (no operable span

ST3 Representative Project Alignment Option for West Seattle NO TUNNEL IN West Seattle

Communication ID: 346187

Name: Joe Z

Comment:

West Seattle is not less developed than everywhere else in Seattle that has a tunnel option. West Seattle is not interested in a street or elevated rail and would rather have no rail, than an above ground eyesore. No more sound transit wheres and whyfor excuses. Tired of explanations about why you feel the need to screw all residents in your path of destruction out of their homes. Focus on making the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction to the community, and add to the EIS.

Communication ID: 346211

Name: Anne Rose

Comment:

Regarding the Ballard Link extension, the best alternative for Ballard is Alternative 3, the Ballard tunnel station on 14th Ave NW. Placement of a tunnel station at 14th Ave NW will cause the least disruption of the Ballard traffic and bus lines in this busy NW Market area.

It will also allow for the least displacement of current businesses and schools.

Any disruption of the traffic on 15 Ave NW is extremely undesirable. The 15th NW and NW Market intersection is already congested and traffic on 15th Ave NW is very heavy in the morning and afternoon peak commute times.

Communication ID: 346212

Name: Ed Garrett

Comment:

Regarding the Ballard Link extension, the best alternative for Ballard is Alternative 3, the Ballard tunnel station on 14th Ave NW. Placement of a tunnel station at 14th Ave NW will cause the least disruption of the Ballard traffic and bus lines in this busy NW Market area.

It will also allow for the least displacement of current businesses and schools.

Any disruption of the traffic on 15 Ave NW is extremely undesirable. The 15th NW and NW Market intersection is already congested and traffic on 15th Ave NW is very heavy in the morning and afternoon peak commute times.

Communication ID: 346229

Name: Joe Z

Comment:

If Sound Transit actually works for me with my tax dollars then make the YANCY STREET/WEST SEATTLE TUNNEL happen in west seattle as the route with the least impact to our existing community

Communication ID: 346231

Name: Anonymous

Comment:

Sound Transit is not an elected entity and not the transportation czar. The elected council representatives and the community advisory group made it emphatically clear that the west seattle preference is the LEAST MINIMAL impact of destruction to the community and that the YANCY STREET/WEST SEATTLE TUNNEL option is preferred. Sound transit has forgotten who they work for and it will not surprise me when lack funding prevents light rail from destroying west seattle with their vision

Communication ID: 346235

Name: SueAnn Randall

Comment:

I believe that tunnels should be promoted through residential areas as much as possible throughout the West Seattle link Extension project. I would add that greenscaping the tunnels would be ideal. Please respect that(besides efficient economical transportation concerns) it is crucial to plan and permit the project so that negative impacts on quality of life for existing neighborhoods are taken seriously and worst case scenarios (involving sound, vibration and aesthetics) receive empathic attention and consideration for the people who will be-literally- living with the Link Extension project for (quite possibly) the rest of their lives. Careful consideration of perspectives- other than developers, city planners and those who may benefit monetarily-will be indispensable in creating a welcome addition to the community. West Seattle is a historic gem. and a wonderful place to visit . . . but most importantly it is Home to those who live there.

Thank you

Communication ID: 346249

Name: Steven Cochran

Comment:

Ballard: Tunnel to station at 20th. That should be the advanced option

Communication ID: 346257

Name: Bryce Kolton

Comment:

Hello,

I know it's super late in the game, but please include a 20th option for Ballard in the EIS. A route that skirts the port's lands and gets closest to the density of Ballard is better than all the other options currently on the table. Check https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551 for more info

Bryce Kolton

Communication ID: 346258

Name: Ian Barrere

Comment:

Hello,

I just wanted to reach out to briefly show my support for a better Ballard option.

A 14th alignment would be an absolute disaster, and would be the laughing stock of our system for decades to come. 15th would be palatable, but would still miss the mark on a number of objectives. I believe that the 20th alignment detailed in the link above is the only serious option at this point. We owe it to the future generations of Seattle to do our absolute best on this project, and it would be a terrible shame if this option was not seriously considered.

Thank you,

Ian Barrere

Communication ID: 346259

Name: Von Taylor

Comment:

I fully support the option outlined here:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

This seems to accomplish a great deal more in connecting Ballard in a way that would boost ridership & make the neighborhood's access to link much easier. Having lived at 20th & 62nd, the shorter distance would make this reasonable to walk, and also is within the urban center as opposed to across busy 15th from the bulk of Ballard's population.

Additionally, as a sailor with a boat moored on Lake Union, this would eliminate yet another bridge needing to be raised for nautical traffic.

I hope this option is given more consideration as the others are not optimal (I lived on 14th & 63rd before, and would advocate for this alternative even if I still did).

Cheers,

Von Taylor

Communication ID: 346260

Name: Richard Hodges

Comment:

Please do not go forward with an elevated light rail system through West Seattle. This would destroy the character of the neighborhood, be a permanent eyesore, lower home values, displace homeowners, create noise pollution, etc...

A tunnel to West Seattle is a much better long term solution. I would gladly invest more for the tunnel option to ensure long-term livability.

Communication ID: 346261

Name: Derek Herman

Comment:

Putting the Ballard station at 14 or even 15th is a terrible idea with no station further west currently planned. There is a plan to put the station at 20th with a short tunnel which is a much better cost effective option. https://seattletransitblog.com/2019/03/21/a-better-ballard-option/?utm_source=dlvr.it&utm_medium=facebook

Communication ID: 346262

Name: Alicia Lewis

Comment:

Begging you please for a tunnel in West Seattle OR have it routed down 35th. Please come to dinner at our house and experience our neighborhood. An above ground transit system would DEVASTATE our neighborhood and house values

Please, please, please TUNNEL or a big arterial.

Communication ID: 346263

Name: Hannah Tang

Comment:

Hello!

As a Seattle native, a current Ballard resident, and also a former member of the HALA focus group, I think it is a mistake to place the Ballard station near 15th Ave or even 14th Ave.

14th Ave and 15th Ave are not near the geographic center of the existing (or even proposed expansions of the) Ballard Urban Village; even worse, both the Urban Village and walkshed boundaries do not take into consideration the long signal times at the 15th/Market intersection (in other words, the eastern boundary of the walkshed is further west than modeled). The city has already designed the "Ballard core" around 22nd/Market, with a neighbourhood service center, library, and park within walking distance of a major employer like the hospital (in fact, I'm writing this email from Ballard Library). It is also a mistake to believe that the corner of 15th/Market could grow into a competing "core" from 22nd/Market; 15th/Market does not have the entertainment, shopping, and employment potential that 22nd/Market already demonstrates.

I would also like to explore having the station and track be below-grade, as a 48' track would overwhelm the current scale of all proposed corridors: 20th Ave, 15th Ave, and 14th Ave.

Seattle Transit Blog has a proposal which meets both of my suggestions (https://seattletransitblog.com/2019/03/21/a-better-ballard-option/), while none of the ST-proposed alternatives do.

Thank you for reviewing my comments,

Hannah Tang

Communication ID: 346264

Name: Julie M

Comment:

Very concerned about the proposed Orange Line, which is above ground. I believe this will be intrusive to our community. If we want to the two-way ridership that fill rail cars moving in and out of the neighborhood, and if we want the green space that higher-density living requires, we need to plan for a tunnel. There is way more upside in building underground than above.

Communication ID: 346265

Name: Patrick Keating

Comment:

To whom it may concern.

I hope I am not to late. Important priorities for planning a locating stations.

The stations must integrate well with metro bus transfers. That means buses must stop in front of an access point to the station (no crossing streets or walking a block) and buses must not be taken off there regular route to get closer to the stop. Example a bus that goes north south on California Ave should not be forced to reroute several blocks off California due to stop location. This also means prioritizing bus speed and convenience over other things like street parking and making sure road width can accommodate turning buses.

Plan stations for future growth. Design stations and track layout so that the system can expand without having to close stations. So if they extend south down California or add a line down Delridge it can be done while keeping the operational.

Plan to run extensions under California Ave. Its the widest street with the most density.

Thanks

Patrick Keating

Communication ID: 346266

Name: Johnathon Davis

Comment:

Hi there,

I've recently become aware of a potential alternative that allows the ballard station to improve the ridership and also service the real heart of ballard. This option seems less expensive and generally better than the current alternatives and needs to be studied in the next section of alternative selection! https://seattletransitblog.com/2019/03/21/a-better-ballard-option

"The major components are (1) an aerial bridge over the BNSF rail yard, (2) an optional station at Fisherman's Terminal, (3) a shorter tunnel under Salmon Bay, and (4) a station at 20th Ave NW and NW Market St."

Johnathon

Communication ID: 346267

Name: Liam Tevlin

Comment:

Hello,

I am emailing to add my support for an alternative option for ST3's Ballard alignment, one that would bring Ballard's station to 20th and Market. This option was prematurely eliminated from early scoping and Dale Menchhofer's recent article in the Seattle Transit Blog should convince leadership to give this option another look. We are building this system for the next century and the ultimate gains of a 20th and Market station heavily outweigh the complexities and costs in the long run. Please consider this option before moving on to the preferred alternative.

Thank you,

Liam Tevlin

Communication ID: 346268

Name: Pearl Dubry

Comment:

Cannot believe Sound Transit would consider running a elevated track on a residual street with city views - not only the cost to purchase these homes but the loss of the homes for families my home has been in the family since 1959 - we need a tunnel not another eyesore.

Communication ID: 346269

Name: Matt Shein

Comment:

Route and station alternatives

I would prefer the tunnel alternative. I am a West Seattle resident in the potential pathway of the elevated track alternative. An elevated track is likely to have many negative effects on our home and surrounding area. Being so close to such a utility can have a negative impact to our home value. It would likely cause increased noise levels from the train and pedestrians, obstruct scenic community views, and take away from the community's neighborly feel. We were so excited to be able to purchase our home recently and are reminded each day of how lucky we are with all that comprises our neighborhood. The light rail project is literally hitting close to home. Moving again would be extremely stressful and financially burdensome.

Topics to study in the Environmental Impact Statement

I would like to see some attention paid to pollution reduction during construction and afterwards while in service.

Project purpose and need

This project has a chance to be a model for the rest of the country. The region has a lot of tech focused communities and I think the transportation infrastructure should reflect that. It would be wise to take in some of the ideas that these communities have themselves used to prosper.

Thank you,

Matt

Communication ID: 346270

Name: Molly Barker

Comment:

Hi there,

As a homeowner within the West Seattle Junction who lives between Alaska and Oregon in the alley to the west of 40th, I am writing to send in my strong opposition to the proposed Alternative 1 (red line - elevated) and Alternative 2 (yellow line - elevated) and support for Alternative 3 (blue line - tunnel). Alternative 1 and Alternative 2 will have the following impacts on our community:

Displacement: Many homeowners will be displaced by condemnation procedures required to develop an elevated line.

Divide the neighborhood: The elevated light rail lines will disrupt the coexistence and togetherness of the neighborhood as a result of the lines separating one side of the neighborhood from the other.

Air quality and dust impacts that will affect families and children: A tunnel will undoubtedly also have air quality issues it needs to address, but can be dealt with in a more controlled way through vacuums and filtration systems. By contrast, the elevated system will cause increased dust that impacts air quality.

Noise impacts: The sound of the elevated light rail operating will impact the quality of life within this residential neighborhood.

A visual eye sore: The elevated system is very similar in appearance to the viaduct that is currently being decommissioned for, among other reasons, its ugly appearance.

It could compound the homelessness problem: An elevated line could be a breeding ground for homeless camps in an area of the city that does not have readily accessible facilities to help homeless people.

Crime: Areas underneath the elevated line could provide a place for crime to take place.

Decreased property values. A tunnel will increase property value because it will allow residents better access to the City's benefits, but by contrast an elevated line could have starkly negative impacts on the property values for the reasons identified mentioned above.

This light rail development will have lasting effects for multiple generations to come, so the final approach should be thoughtful and forward thinking. The West Seattle Junction needs a light rail (at least like Alternative 3-- a tunnel), but not an elevated one. If there is insufficient funding approved to provide for a tunnel, then please consider going back to the voters or legislature to obtain more funding.

Thanks,

Molly Barker

Communication ID: 346272

Name: Rodney Brown

Comment:

Please consider a new route alignment using 20th:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Thanks. — Rod Brown

Communication ID: 346273

Name: Gorham Bowler

Comment:

I am writing in support of placing a LINK station at 20th Ave NW and NW Market St.

I believe it has many advantages. The one that speaks to me most personally is a possible station at Fisherman's Terminal. I live (own a home) near the proposed 145th and I-5 (5th Ave.) station. I am very much looking forward to me and my children being able to get many places in the greater Seattle area safely, efficiently and with a unique Emerald City feel.

Thank You

Gorham Bowler

Communication ID: 346274

Name: Joshua Sera

Comment:

The 14th, and 15th avenue alignments are terrible ideas that will hurt transit in Seattle for generations to come. This Seattle Transit Blog post describes a 20th avenue alignment that's both cheaper, and far more useful than any of the currently proposed alignments:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

I live in Capitol Hill, the best light rail station in the city. When it opened, ridership shot up stratospherically. Why? Because it's smack in the middle of a densely populated area.

Did the Tukwila International blvd station get that much ridership with that amount of land use? No, because it's in the middle of nowhere, and it requires a huge park and ride to be useful at all, which makes it unwalkable.

The current Ballard alignments aren't as bad as Tukwila, but they're far from as useful as the Capitol Hill and downtown stations, because they're located far from centers of urban density.

The most important criteria for station placement is walkability, period. Transit is here to serve the city, not to be buried in the backyard. Please read the blog post. It's not too late to save Ballard transit from irrelevance!

Communication ID: 346275

Name: Melinda Hathaway

Comment:

I think that the Alaska Junction and Avalon/35th stations (if two are really needed, the Avalon/35th seems a little redundant) should be in a tunnel as that will displace the fewest homes and will also leave any future expansion connectable in a way that won't further displace people and structures in this dense (and growing denser) neighborhood. I find it shortsighted to build an elevated line in a neighborhood that has seen rapid change and growth in just the past 10 years. When considering the elevation change between Delridge and the top of the hill at the Junction it also seems strange that an elevated line for the entire transition is being pushed. I don't honestly see how

there won't already be engineering issues and budget overruns with building a completely elevated line up such a steep hill.

If it comes down to having to vote for some sort of levy to approve the additional costs of a tunnel, I would vote in favor of it.

Communication ID: 346277

Name: Kevin Ji

Comment:

I believe that a Ballard station centered around 20th Ave will better serve existing businesses and the local community, while being an affordable approach compared to the currently considered alignments.
https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 346278

Name: Shanail Snopov

Comment:

Tunnel if we have to have a light rail in West Seattle. Let's not change our small community landscape by an huge loud light rail.

Thanks!

Communication ID: 346279

Name: Donna Worley

Comment:

No rail down 41st or any other street in West Seattle. Build a tunnel and leave the beautiful homes alone.

Communication ID: 346280

Name: Rebecca Anderson

Comment:

I'd love to see the option of a station on 20th in the Ballard core explored during the next review period. Being able to get to the shops and restaurants in Ballard on light rail wold make my family more likely to travel there than if we

needed to catch a bus or walk a long distance to get from a light rail station on 14th into the Ballard core. If the station is on 14th we'll be more likely to drive for convenience of being closer to amenities.

Communication ID: 346281

Name: Andrea Ligon

Comment:

West Seattle needs a tunnel. I could not feel more strongly about this. Please do not force people from their beautiful homes.

Communication ID: 346282

Name: Jack Miller

Comment:

The above ground alternative is unacceptable. rather wait for underground or continue bus than deface the junction.

Communication ID: 346283

Name: Kengo Chan

Comment:

Like to see the timeline advance ,ideal by 2025 instead of 2035 as it's too much wait time and cost hard to control for such long period.

Thanks

Communication ID: 346284

Name: Dawn Lemmel

Comment:

West Seattle needs a tunnel. Don't cause upheaval in the lives of so many, by displacing homeowners and demolishing homes!

Communication ID: 346285

Name: Xaviera Vandermay

Comment:

Please don't displace homeowners. Yes for the tunnel!

Communication ID: 346286

Name: Anshum Gupta

Comment:

Hi, I can't understand why the Ballard options are east of the urban center. I was one of 14 people that participated in the level 1 discussion in Ballard in which we specifically discussed the Ballard station. There were 2 groups and my groups clear recommendations were that the best option would be on 20th, given all the cultural institutions we were asked to identify as well as where the population base exists and is forecasted the exist. In fact all meme era outright rejected anything east of 14th and even 15th was seen as a barely viable alternative that we had to live with due to being the representative alignment. 20th and 17th were best options and we were curious why market and Leary was not an option. It just seems that none of that was captured in any of the reports; I saw the summary of the session I attended and it said there was no clear preference which is honestly not true. What's the point of the community attending these meetings if nobody wants to listen? Also I'm not saying 20th needs to be a tunnel but for some reason that was only alternative presented. The Focus should be to serve the population center of Ballard. That population exists between 15th and 24th for the most part and that's where the station needs to be. East is ridiculous as it's not Ballard. Even 15th is a poor option given its distance from the historical core or from 24th. Please present viable options to serve the core. This project is already taking 15 years to complete; don't make short sighted decisions based on convenience. West Seattle is getting 2+ stations right in the core; cap hill station is in Capitol Hill, yet the proposed Ballard station on 14th is not really even in Ballard. South of that station is zoned industrial and unlikely to change; A few blocks east is a giant hill that can't support density, so what's the logic? Between 20th and Leary is the heart of Ballard where withiin a 5 minute walk you can serve the max population and businesses. It works for busses and it works well for bikers. Please make the right decision and put forward a Ballard option that serves Ballard or don't waste money and bother building since 14th is not really Ballard.

Communication ID: 346287

Name: Lacey Comstock

Comment:

I have been a West Seattle resident for 39 of my 40 years on this earth, and I can tell you right now that an elevated structure throughout our residential neighborhoods in West Seattle would be the nail in the coffin for us. Just about every street corner (except for the few historic corners the community was able to scramble together and save), has towering condos. I have friends and family who are DIRECTLY in line with this elevated plan, and will be losing their homes because of this. Having a noisy, dirty, towering structure is not a viable option for WS. It would further destroy

the community that we are so desperately trying to retain against all odds. Yes, we need public transportation. Too many people are crammed in over here, but an elevated structure IS NOT the solution. A tunnel would have far less impact on our neighborhoods and West Seattle doesn't deserve the short end of the stick just because it would be cheaper and easier!!!!

Communication ID: 346288

Name: Victoria Nelson

Comment:

The tunnel is the best option for WS. It will reduce the loss of housing, reduction of noise associated with the above ground line and minimize traffic impacts which would occur when the line is put on our streets.

The proposed Orange line is nothing more than a slightly modified version of the representational alignment. I don't know who came up with it but it comes across as a distraction rather than a serious proposal.

The light rail line in WS will be here for decades and spending the additional money to get it right for the community is the right thing to do.

Communication ID: 346289

Name: Stephanie Patterson

Comment:

I urge you to Study the specific impacts this could have in our neighborhood. Please note that people would rather pay a bit more for a more tunnel that costs more, than be displaced by a cheaper but more ugly and disruptive uplifted rail. I've seen the space the structures take up. Don't do that to West Seattle. You just bored a giant tunnel through downtown Seattle, I feel that it could be just as possible to do it in West Seattle.

Communication ID: 346290

Name: Leslie Mansour

Comment:

Please choose the tunnel option. It is the best solution for long term growth and expansion of the light rail south to Burien, etc. Also funding can be received thru grants to help offset some of the cost, but it is worth the extra expense.

Communication ID: 346292

Name: Scott Stoltz

Comment:

The proposed elevated rail line is hideous. Please propose an alternative that uses a tunnel like the other hill neighborhoods in Seattle. West Seattle deserves better that an overhead monstrosity rivaling the Alaskan Way viaduct!!

Communication ID: 346293

Name: Karen Osborn

Comment:

West Seattle has a dense population and such a great Seattle feel it would ruin that feel with a raised rail running through. I vote for a tunnel.

Communication ID: 346303

Name: Heather Ahndan

Comment:

I understand tunnelling is potentially expensive, but I would be really interested in exploring an alternative that went from three stations to two and included tunnelling. I think there is a high degree of public interest in the tunnel option and keeping it as one of the alternatives that gets fully assessed will result in more complete information for decision makers when the EIS is completed.

Communication ID: 346305

Name: Richard Dormer

Comment:

I really like the option I just saw today that involves a station at 20th avenue. I think that could be a great connection to buses on 15th and the rest of the life in the Ballard core area.

Communication ID: 346314

Name: Jennifer Buchanan

Comment:

Don’t destroy the character of this neighborhood- we need a tunnel just like beacon hill

Communication ID: 346324

Name: Kan Liang

Comment:

I strongly oppose to build a Sound Transit Midtown Link Station at 5th & Madison, which is currently in discussion. If built, it would greatly reduce our parking space and storage space, which is already very tight. I encourage and appreciate Sound Transit to consider options instead of this location.

Thank you.

Kan Liang

Resident of 5th & Madison Building

liangkan2008@gmail.com

Communication ID: 346329

Name: Martin Pagel

Comment:

On West Seattle approach:

Going up to the Junction is quite challenging as it is dense. Continuing later along 35th would be very challenging. Instead I suggest to run Link along Delridge eventually to White Center and the airport and building a gondola from the Delridge Playfield up to the Junction with a stopover at Fauntleroy like they built in Medellin https://www.theurbanist.org/2018/05/06/sunday-video-urban-gondolas/ or Crystal Mountain. Its towers should be much less expensive to build.

PS: The same approach could be used to connect downtown Kirkland to the RapidRide along I-405.

Communication ID: 346330

Name: Elizabeth Houck

Comment:

I bought a condo on First Hill, and am very disappointed that light rail is not available in my neighborhood. We have a little streetcar that goes almost nowhere (unless you want to go to the International District), and despite the fact that we are right next to Swedish Hospital and Seattle University. Couldn't we get light rail in place of the streetcar? Then we could go to the airport, or UW, or to all the other places light rail is going to go in the future.

Communication ID: 346331

Name: Sara O'Hern

Comment:

I prefer the West Seattle project to be elevated, not a tunnel. It would not be fair to have the city pay millions of extra dollars to make the West Seattle extension a tunnel. The limited resources should be used to get the light rail to as many communities as possible, not to make it really pretty in affluent neighborhoods. If West Seattle doesn't want an elevated line in the junction, might I suggest you route it down Delridge to White Center instead. It would be appreciated there.

Communication ID: 346332

Name: Helene Beck

Comment:

This will displace families and cause disruption to communities. Cutting costs with the Red and Yellow lines being above ground is not more important than the well being of an established community.

Communication ID: 346333

Name: Albert Varady

Comment:

West Seattle resident for over 16 years. I don't drive and used to commute for an 8-5 job. The 55 worked well, but that was cut or blended into to the C Express. As often as the C runs, it's coverage is different and overall coverage of West Seattle has shrunk.

A faster non-bus option would be great. I remember voting for this years ago and it would be running by now. Please do this.

Communication ID: 346334

Name: David Zabinski

Comment:

Hello,

I think that this blog post makes a very compelling argument for a new option to put the crossing in the middle of Ballard's population density at 20th instead of the current proposed options: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 346335

Name: Awesome Friends

Comment:

Adding 4.5 miles of light rail service from downtown Seattle to West Seattle's Alaska Junction is a great idea...but stay out of our residential area.

These are our homes. We live here and don't plan on leaving.

Noisy metro bus is in service here today (at California, Alaska, Fauntleroy), so light rail will more realistically be of service here, and only to one of these points. Its best if development stops here. Or, consider developing a light rail on Delridge way SW, southbound to White Center.

An expensive tunnel will not be necessary either. But you might have more people supporting a tunnel. Especially since this would add more value to our homes.

Let's keep building homes, which we need in West Seattle - not destroying them. The values of our homes have been going up, let's keep it that way.

Thank you!

Awesome Friends in West Seattle

Communication ID: 346342

Name: Anonymous

Comment:

Formal Notice to Sound Transit: Focus on making the YANCY STREET/WEST SEATTLE TUNNEL the route of least damage and destruction to the community, and add to the EIS.

Communication ID: 346343

Name: Christopher King

Comment:

I support the tunnel option for West Seattle (vs. above ground).

Communication ID: 346344

Name: Karin Miller

Comment:

I email to express my concern for the Sound Transit considered plan to build an above ground lite rail line in West Seattle. 1) While above ground tracks may be less expensive, this is a penny wise and pound foolish plan. We have just torn down an elevated road in Seattle and everyone is thrilled with the esthetic of not having a concrete road marring views. Why would you rebuild an above ground or ground level structure again? 2) Above ground tracks would greatly alter an in-city residential neighborhood. West Seattle is one of the affordable neighborhoods left in Seattle where mother in law units are mixed with single family homes and apartments/condos. Putting light rail through the center of the neighborhood will decimate the livability. We are building light rail so that Seattle will be livable in the future. It makes no sense to ruin a neighborhood in the name of livability. 3) Building an elevated or street level track means removing housing. Why remove housing in a city that needs affordable housing? 4) If the City could afford to build a tunnel under Capitol Hill, Montlake, the University District, why would it suddenly be unable to build a tunnel in this neighborhood? One cannot help but wonder if wealthier neighborhoods get more consideration. Do you want to be accused of favoring wealthier neighborhoods?

Communication ID: 346345

Name: Susan MElrose

Comment:

For the West Seattle line, tunneling is the best option. Other than that, please keep to main arterial streets and not through neighborhoods.

Communication ID: 346346

Name: Mike O'Malley

Comment:

Alaska Junction - Alignment ends facing south for future expansion.

Delridge - elevated parallel to delridge way is best of the options as this station needs excellent bus connections (RapidRide C/H/120).

ID - 5th ave cut and cover station for fastest passenger transfer between light rail lines and surface buses.

Madison Station - 5th alignment for transfer to Madison BRT (RapidRide G).

Westlake - 5th alignment for best passenger transfer between light rail lines.

99 - Harrison alignment for best passenger transfer to buses to 99 (RapidRide E).

uptown - republican alignment for best passenger access to key arena.

Smith cove - align to optimize transfer to north sounder / buses (Rapid Ride D)

Ballard / Interbay - reconsider 20th alignment with short tunnel. It would better serve the urban village - https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 346347

Name: Shawn Lindabury

Comment:

I support Seattle Subways's guiding principles of reliability, expandability, and accessibility:

• Accessibility: The system needs to be as convenient as possible for riders. That means locating stations in areas with convenient access to where riders want to go. All stations should be designed for passengers to make easily access via foot or bus.

• Reliability: Do not include options that will delay trains.

• Expandability: Design ST3 in a way that allows for easy and cost effective expansion in the future.

Specific comments:

• SoDO and International District: I support the cut and cover station on 5th Avenue. It will allow easy transfers and is the cheapest option. I encourage ST to develop a robust mitigation program to reduce construction impacts on ID businesses.

• West Seattle: West Seattle: Study multiple affordable options with south rail bridge instead of a tunnel. I oppose the West Seattle tunnel unless it is paid for by West Seattle residents. We should not take money away from other projects to build a tunnel that won't add any additional riders or improve accessibility.

• Ballard: Include a fixed bridge crossing at 14th NW with a 15th NW elevated station. A drawbridge is unacceptable because it will reduce reliability.

• SLU: Harrison is the best for transit and non-motorized access

• Denny: Station oriented mostly south of Denny best for walkshed with Harrison

• Westlake: The best possible transfer environment for riders should advance

Communication ID: 346348

Name: Michelle Gottschlich

Comment:

This is an outrage!! You plan on just “stealing” my parking/storage unit?? Not only will that decrease the value of my home but where am I supposed to park? On the street?? At rush hour??? How much do you plan on PAYING ME for my parking/storage unit?? Because the city doesn’t have enough money to buy this from me!!

Communication ID: 346349

Name: Joe Kelly

Comment:

The city should get the Link Extensions done correctly the first time. Added cost and delayed starts are worth the best possible option. The best possible option is to add a tunnel in lieu of elevated track. There are many neighborhoods in the city that have tunneled trains and West Seattle should not be treated any differently. An elevated rail will greatly damage the incredible neighborhoods that West Seattle has to offer.

Communication ID: 346350

Name: Cara Sumi

Comment:

Please only consider the tunneled option. The elevated option doesn't leave a viable pathway for going further south, because going down further on 41st would displace THOUSANDS of people, and create a huge new infrastructure project in an area that is currently only residential and long-standing neighborhoods. The only way to go down further south in the future needs to be by tunnel, so why not start with that tunnel infrastructure now, so in the future there are actual palatable options (that don't involve the city buying ~1,000 houses and displacing everyone down a beautiful tract of West Seattle) for going further down to Burien.

Communication ID: 346351

Name: Cheryl Cohen

Comment:

The two elevated options for West Seattle are terribly out of scale with the urban context. Elevated rail that is 120 feet tall at its maximum height adjacent to a golf course/park and single family homes would be a blight on the West Seattle neighborhood and skyline. I'd prefer to not have light rail to West Seattle at all, if the only financially feasible options are the elevated options.

Eliminate the Avalon stop to make the tunnel option a little less costly. The three West Seattle stops are closer together than is necessary. Also, the Avalon stop has a poor walk shed because of its adjacency to the West Seattle bridge exit/on ramps.

My opinion is only two West Seattle options should be considered, the tunnel option, or no light rail to West Seattle.

Communication ID: 346352

Name: Brandon Schans

Comment:

The representative design and elevated alternative design are not desireable soulutions for the existing neighborhoods they are proposed to travel through. The scale of the elevated structures is grossly out of perportion to the scale of the neigborhoods. The elevated structure through neighborhoods demolishes homes and eliminates potental for any development below the guideway along the length of the corridior. Elevate structures also create too many potential hiding places for criminal activity and act as a barrier along either side of the corridor. The tunnel solution seem to be the most reasonable becasue it minimizes the length of corridor that are subject to the negative impacts of an elevated structure.

The Avalon station is unnecessary. It is located too close to the Delridge and Junction stations and it is in a location that does not have good connectivity with the adjoining neighborhoods because of the extreem topography to the east and because of the arterial traffic to and from the West Seattle bridge.

I would recommend pursing the tunnel option and eliminate the Avalon station to reduce the overall cost of the West Seattle extension.

Communication ID: 346353

Name: Ryan Anderson

Comment:

I saw that you guys are planning to build a raised light rail through 14th Ave in ballard. I think this is a horrible idea. Since building the park on 14th it has made more of the community together while hanging out at the park and enjoying it with family and other dogs. If you put up the light rail it will deter everyone from hanging out on 14th having a good time. Instead it will attract the homeless and give them somewhere to take cover when it rains. Not to mention the noise this will cause throughout the whole neighborhood. This is an awesome neighborhood and I have heard the same from many neighbors. It is going to be able ground/raised why not put it on one of the busier streets like 15th. This is not the street to disrupt. I really hope you will reconsider and not disrupt a peaceful neighborhood as I'm sure many will move out of the area if you continue with this project.

Communication ID: 346354

Name: Terri Jones

Comment:

I had a chance to read over some of the suggestions regarding the 20th Ave NW option for the Ballard station and have to agree that it seems to be the best option. The 14th/15th Ave NW option would require many people to bus to that location and then take the light rail; as a result, most people won't do it. I wouldn't do it. Having the station at 20th Ave NW would more convenient because 1) it is closer to population density of Ballard. People could walk to the station; 2) more bus routes are closer to the station at 20th for those that live beyond a walking distance; 3) it is closer to areas of employment; 4) it is closer to the only hospital services in Ballard; 5) it is closer to the only library resources in Ballard. At 20th Ave NW, many other services - including the year-round Farmer's Market - are within a couple blocks.

Communication ID: 346355

Name: Cinda Stenger

Comment:

Rail should come into the Delridge neighborhood only. Trying to get it up to the Alaska Junction is unfeasible; it's insane. I can't imagine what the costs will be to do so.

Develop the Delridge Community/SW Youth&Family Services/playfields into the station and run shuttles all over WS to bring people to this station. Build a state-of-the-art community center, much like Rainier's, and create a complex w/ the station that serves the community (I'd love to get off the rail and go straight to a class in the center).

My other point of opposition to the current plan is for the number of households that will be displaced. It's mindboggling that anyone thinks this is ok in light of our housing crisis. We cannot displace another household (NO). If you think you're going to build market-rate housing under an elevated track, that is, once again, insane. Everyone displaced will compete for the same real estate, thus driving prices up. Most will choose to leave West Seattle and live elsewhere. This is not acceptable.

This household in Pigeon Point vociferously opposes the plan to extend rail to the Junction. Either develop the Delridge Community Center plat or have port property (that continues to sit empty) developed as a station and run shuttles.

Communication ID: 346356

Name: Cinda Stenger

Comment:

I really oppose the current project for these reasons:

The number of households that this project will displace by extending the link up to the Alaska Junction. Everyone displaced will compete for the same market-rate housing that might be built (where? The Junction is already dense), thus pushing prices higher. Most of these households will be priced out of the market and have to leave WS.

Noise and vibration of an elevated track

The aesthetics of such an elevated track are questionable

Communication ID: 346357

Name: Elizabeth Winkel

Comment:

We need a tunnel!!! This is ridiculous! We pay so much in taxes and work our butt off to have a nice home for our families and the audacity to even think about taking it away!!! Criminal!!!! Tunnel!!!

Communication ID: 346358

Name: Shahnaz

Comment:

My house is in south Delridge area. The station proposed at Genesee and Delridge works very well for us because of bus connections and it can be used by a higher number of people in need of public transport which will result in the best ridership.

The second station with the least impact and the best ridership in West Seattle, we believe is at Faunteleroy and Alaske.

We need both of these stations in West Seattle, but for my family the Delridge and Genesee is a must and I hope that you give it a priority, thanks.

Communication ID: 346359

Name: Rachel Gillen Wong

Comment:

Topics to study in the environmental impact statement:

Cutting above homes, businesses, etc rather than putting in tunnels will greatly impact west Seattle residents.

Communication ID: 346360

Name: Roger Henty

Comment:

Light rail in West Seattle should definitely be underground. The railways and as much of the stations as possible, exactly like cap hill.

Any possible cost savings by building rails above ground are not worth it! I'd much rather pay a tax somewhere than have above ground light rail in West Seattle.

Communication ID: 346361

Name: Dodi Monahan

Comment:

As a homeowner in West Seattle for 13 years, I'm writing to expressly convey the only reasonable solution for transit expansion in West Seattle is the tunnel option.

The elevated rail solution will destroy a vibrant, growing and engaged community. This has been proven in New York, Chicago and other urban cities countless times, that an elevated rail line will cut through communities, demolish close-knit neighborhoods, drastically reduce property values, add noise and air pollution and destroy a vibrant neighborhood and greater community for generations to come. Investing in this strong community now will pay off ten fold in growing tax revenues tied to property values and strong economic momentum for decades in the future.

I support the transit expansion, but only if we tunnel in West Seattle. The initial cost will far outweigh crime, pollution, and degradation of what is now a thriving community. Do not destroy West Seattle neighborhoods. Let's do it right, select the tunnel option for our future. Our community and our future generations are worth it.

Sincerely,

Dodi Monahan

Morgan Junction/ West Seattle resident

Communication ID: 346362

Name: Mark Taylor

Comment:

I just reviewed the 2019_0214_ST_WSB_VisualizationBooklet.indd. As a WS resident and architect I am concerned with the above grade options shown at the Alaska Junction Station. I support the tunnel option to get to Alaska Junction. As part of the Environmental Impact Study, please study the impacts to what appears to be hundreds of homes which the above grade option would remove. With the housing affordability issues in Seattle we can't afford to lose existing homes. Also study how the scale of a massive piece of infrastructure as an elevated track between 20' and 90' would impact scale transitions and solar access to the surrounding homes and streets. (Seattle is in the process of removing the Viaduct in part as a way to again connect downtown with the waterfront.) Would building a massive elevated track in WS in effect bifurcate neighborhoods in a similar way? We are proud to call West Seattle home and would hate to have to live with a purely cost driven decision.

Communication ID: 346364

Name: Jon Lipka

Comment:

To: Sound Transit Board, ELG, and staff; Seattle City Council members:

I am writing to you on behalf of a dear friend of mine, Mr. David Dow, who owns a home & resides in the Youngstown/North Delridge neighborhood at 4200 26th Ave SW. David purchased his home in 1972. Even then, this area of Seattle was a bastion of affordable housing, as many of the properties were originally built as fishermen's cabins during the early 1900's. This historical attribute is part of the enduring charm of the neighborhood.

With much blood, sweat, tears and resources over the past 47 years, David has transformed this once sporadically used property into a humble, yet comfortable home for himself and his partner Larry. Along the way, He never kept the house just for himself. With a truly genuine caring and compassionate spirit, he opened his home to many young people who found themselves in need of shelter and friendship. He helped guide them through some of life's toughest lessons, sheltered them for a time, then supported them as they transitioned to their next phase of life.

David has spent his life caring for those in need and his home has become his legacy. With Sound Transit's proposed light rail lines and station potentially cutting right through the neighborhood, his life's only material investment is at risk. The thought of all this and any future potential for his home being forcibly whipped away for "Current Market Value" is quite simply – sickening. With social security as their only income, and living in one of the least expensive areas, they could never afford to re-purchase a home in Seattle, and could not afford to take on a mortgage.

David has watched his neighborhood grow and change over the years. He has welcomed the many new residents and is thrilled with the new diversity that the recent increase in density has brought. He is proud and blessed to be part of a community where people of any age and economic situation can all look out for each other and create a safe space to call home.

We cannot support the 3 routes that are currently offered up, even if mixing and matching is available, as all 3 have substantial negative impacts on our Youngstown neighborhood. We believe there are better alternatives. Therefore, we are requesting that Sound Transit take another look at some of the other options for the routing of the light rail line and Delridge station. We encourage a more detailed look at a route that runs down Andover/Yancy. This would save nearly all of the residential homes. The station could occupy the space where currently a parking lot and gym are located. Let's look at finding a new home for 1 gym instead of hundreds of residents. Also, the "purple route" that would tunnel under Pigeon Point garnered a tremendous amount of community support and would have a much friendlier footprint for the residents of the North Delridge neighborhood. We were told that this line was taken out of consideration because of cost. Our view is that the human costs must have been under valued and the economic costs over estimated. We would never support spending one extra dollar, let alone 700M to tunnel for those at the top of the hill while plowing down our homes, as suggested by the "Blue Line" alternative. If extra resources are to be found for tunnels, then enough needs to be acquired to tunnel to save our neighborhood as well.

Hundreds of millions of dollars have been spent on Seattle's affordable housing crisis. Tearing apart one of it's most affordable neighborhoods and displacing an elderly couple just doesn't make sense.

Sincerely,

Jon Lipka

C/O David Dow

4200 – 26th Ave SW Seattle, WA 98016

Communication ID: 346365

Name: Ellen West

Comment:

I really like the Orange Route proposed by the Elected Leadership Group. Makes the most sense of any of the proposals.

Communication ID: 346366

Name: David Kerlick

Comment:

Oppose Elevated at WS Junction. Destroys views and limits future southward expansion.

Communication ID: 346367

Name: Heather Wood

Comment:

I'm in favor of the tunnel option through the junction. When thinking in terms of a "generational" plan, an below grade is the option that will contribute most to the neighborhood continuing to thrive. Elevated and at grade options impact quality of life for residents and visitors and could limit future density growth by making the Junction area less attractive due to the noise and visual impacts of frequent train service.

Communication ID: 346369

Name: Peter Stekel

Comment:

I do not favor any above ground routing for the West Seattle project. It will disrupt our neighborhoods for years during construction. It will also destroy housing in our neighborhoods. Routing should be underground. It can be done! Just look at the success of the tunnel downtown.

Communication ID: 346370

Name: Brian Allen

Comment:

I support the Green Alignment proposed by the EAJ Neighborhood Coalition. It's the first rational alignment I've seen. The others seem so purposely ill-designed, it's just bizarre. It really makes me doubt the capacity of Sound Transit to properly manage such a project at all.

Communication ID: 346371

Name: John Steedman

Comment:

North Delridge

The three current alternatives, the Red, Orange and Blue elevated will destroy or made uninhabitable between 50 and 100 dwellings, the vast majority of which are affordable. I walked the neighborhood and counted.

The Blue line is particularly offensive as it destroys two whole square blocks, from Delridge on the East to 26th on the West and from Dakota to Genesee.

My first choice would be the Purple line, which adds one tunnel to the Blue line alternative. If that is not feasible my second choice would be a route from the North side of the West Seattle bridge up Andover to then curve onto Avalon. The line could remain high over the commercial property of Nucor and the storage units. This line would partially obstruct our view, as we are on the NW corner of Adams and 26th, but this is far better to me than destroying 100 homes. This line would be about the height that bald eagles fly as the go from the green belt to the water hunting for good.

An elevated line in the West Seattle junction would also needlessly destroy homes and be totally out of scale with the area.

John Steedman

Communication ID: 346372

Name: Christophe Servieres

Comment:

I strongly oppose to the above ground lines. It would forever negatively impact the neighborhood.

Go underground or don’t go at all.

Communication ID: 346386

Name: Jake Silsby

Comment:

My name is Jake Silsby and I live at 2602 SW Genesee Street in the Youngstown/North Delridge neighborhood.

It has recently come to my attention that the West Seattle expansion of light rail might destroy my home or my neighborhood.

My wife and I moved to this neighborhood in 2016 as it offered everything we were looking for in a Seattle neighborhood - walkable, close to downtown (I ride my bicycle year round to work), close to transit, and with enough up and coming commercial real estate (coffee, beer, food, etc.) to keep things interesting.

I am a strong proponent of light rail, mass transit and other alternative modes of transportation other than single occupancy vehicles, however, I would like to voice my concern around the potential destruction of this neighborhood when other routing options would skirt this residential area and preserve the character and density of our neighborhood.

I urge you to consider the fact that light rail systems have a working lifespan of 100 years. Density will follow the light rail stations wherever they are placed. Build this system for the future state, not the current state.

I ask you to reconsider some of the routes that take advantage of existing transportation corridors, minimize residential impact and help to preserve neighborhood. Specifically I would urge you to reconsider the purple and pink routes outlined in the level 1 study.

Communication ID: 346388

Name: Merrilee Thompson

Comment:

Pertaining to the Delridge Link station in the ST3 expansion to West Seattle:

I believe the station alternative to place the Delridge Station between Andover and Dakota streets would best serve the neighborhood. North of Andover would contribute to already-congested traffic entering and exiting the West Seattle bridge. North of Genesee would displace many of my neighbors and remove a considerable amount of existing housing. North of Genesee would also further the distance between bus connections at Spokane Street.

North of Dakota, or the location between Andover and Dakota, would be most central for the Youngstown neighborhood.

Communication ID: 346394

Name: Craig P

Comment:

All of the elevated options into West Seattle are ridiculous. They are out of scale for all of the neighborhoods that they will pass through. Of these alternatives the only one that I will support is the tunnel option.

Communication ID: 346405

Name: Joan Frydenlund

Comment:

West Seattle needs and deserves the tunnel.

Why ruin a wonderful area with an elevated structure?

Why put up an eyesore like the one the downtown influencers just got rid of because it "ruined" the waterfront?

I hope the powers that be do not skimp and give West Seattle the short end of the stick.

If you really ask the people of West Seattle, you will find that the supporters of the tunnel option far outweigh the opposition. Please listen.

Thank you,

Joan Frydenlund

Communication ID: 346568

Name: John Niles

Comment:

Full consideration as an alternative to light rail under Federal alternatives analysis rules and existing Sound Transit flexibility should be given to serving the Interbay corridor and 15th Ave with a road based transit solution that creates a continuous bus-HOV-BAT lane next to the curb. The current 4-lane Ballard drawbridge would be replaced with a wider, high-level, all-modes span. This approach I suggest here is compatible with likely developments in the 2020s of highly-automated road-based rubber-tire transit. See the analysis of new developments in road transit by leading light-rail advocate Peter Newman at https://theconversation.com/why-trackless-trams-are-ready-to-replace-light-rail-103690. For more on future road-vehicle automation, see the summary of my text book (published by Elsevier, June 2018) co-authored with Bern Grush at http://endofdriving.org The End of Driving: Transportation Systems and Public Policy Planning for Autonomous Vehicles.

Communication ID: 346736

Name: Sasha Forbes

Comment:

I live in Lower Queen Anne and would support station placement for that neighborhood closer to Queen Anne Ave/Mercer Street. There is opportunity for better transit connections there than at Harrison and 1st and would be much more centrally-located for the neighborhood. It would also require less restructure of bus stops, etc. to allow for easy transfers because there are already bus stops at Queen Anne Ave/Mercer Street/1st Ave.

As for Interbay, I like the location of the "Smith Cove" stop outlined in the PDF materials, but I want to make sure that it is accessible from all sides - please make sure that the station is easy to access from across Elliott Ave (where the park

and jogging path are) and from the Queen Anne side where Kinnear Park is located. There is minimal or poor sidewalk access in that area, so pedestrian upgrades will be a must. I think that pedestrian accessibility at that station should be prioritized over concerns by private vehicle drivers. I would expect significant pushback from private vehicle drivers, but any compromise in pedestrian accessibility and safety would result in poor use for a station placed somewhere with the potential for high use by West Queen Anne residents.

I think that for South Lake Union, the station should be placed somewhere where it can easily connect with the South Lake Union Streetcar or bus transit for that neighborhood. If there was a light rail or other rapid transit alternative to the Metro Route 8 from Lower Queen Anne to Cap Hill/South Lake Union, I would be much more inclined to visit those neighborhoods. This would be especially useful if the station(s) were located close to transit that could circulate through the neighborhood or walkable, central regions close to amenities like cafes, shops, etc.

As someone who travels to Ballard, I would support a station (or stations) that are closer to the "Old Ballard" part of the neighborhood as it is more dense and more likely to be a destination for people traveling to and from that neighborhood for events, etc., like the Ballard Farmer's Market. As someone who does not live in that neighborhood, the primary reason I visit Ballard is to go to the "Old Ballard" part of the neighborhood. If the station(s) will not be located near the dense, highly-populated and amenity-laden part of Ballard, I think that frequent, high-capacity transit to and from the stations will be a must.

Communication ID: 346747

Name: Irene

Comment:

The above-ground option that sweeps around the east side of the Junction from Fauntleroy/Genesee (yellow/orange, I believe) would negatively impact so many people's lives by making them lose their homes, when a tunnel or going along Fauntleroy wouldn't make individuals and families have to uproot. The tunnel option would also preserve the neighborhood feel of the Junction.

Communication ID: 346748

Name: Mary Yunker

Comment:

Please put the West Seattle light rail line underground. An elevated line will destroy multiple neighborhoods, negatively affect property values, displace diverse, affordable communities. It might seem better in the short run, but in my opinion the best long-term solution for our growing city is to put these lines underground.

Communication ID: 346749

Name: Anonymous

Comment:

Try paying attention to obvious feedback form residents that actually live in West Seattle. West Seattle prefers the path of least destruction. Do not remove residential homes, stay out of the Alaska Junction, select the YANCY STREET/WEST SEATTLE TUNNEL route, add to the EIS. Or no light rail at all.

Communication ID: 346754

Name: Anonymous

Comment:

There is no evidence that light rail reduces congestion and in fact the opposite seems to be true. West Seattle has zero interest in destroying homes and an established mature community for easing the commute for the privileged few that would ever ride this. Select to implement the least destruction and impact for a route YANCY STREET/WEST SEATTLE TUNNEL. And when it fails to perform as promised except for the few that need to commute three miles to SODO at least it will not be a visible eyesore and we will still have a West Seattle neighborhood to talk about, rather and a rail to nowhere.

Communication ID: 346758

Name: Anonymous

Comment:

YANCY STREET/WEST SEATTLE TUNNEL is the route of least damage and destruction to the West Seattle community, add it to the EIS. The obvious preference. No Unelected committee should be proposing tearing down any neighborhood for sake of commuting by a limited few with overblown promises not verified by data. As the community prefers, make the YANCY STREET/WEST SEATTLE TUNNEL happen in west seattle.

Communication ID: 346760

Name: Emily Trittschuh

Comment:

TUNNEL option for West Seattle would be best.

An elevated line coming in will not only ruin the neighborhood through which it passes, but also the Junction and its businesses and residences and community spaces.

Expanding further, toward White Center, should happen in the future and again, you'd be depressing the values in these neighborhoods which have worked so hard to establish themselves and strengthen community ties.

Communication ID: 346763

Name: Chris Caudill

Comment:

Comment: I don't like the elevated option - I think the structure is a general eyesore, and the sound generated by trains would significantly impact quite a few more people than currently showing in maps.

Communication ID: 346764

Name: Chris Caudill

Comment:

Comment: While i love the tunnel concept, I'm very concerned about the associated costs & timing. The last time we undertook a tunneling effort, it resulted in years & years of painful commutes from West Seattle. We still haven't seen any relief, and there's no end in sight. The 99 replacement tunnel destroyed our access to downtown, ran over budget, and took years of unanticipated time. I'm honestly not sure that I'm ready for another one.

Communication ID: 346765

Name: Erica Natali

Comment:

I would like to share my strong opposition to a raised light rail line in West Seattle. The raised structures completely change the feel of the neighborhood, casting a dark shadow, creating noise and dust, displacing homes and businesses, and generally overpowering the feel of a walkable, open, enjoyable neighborhood. It's like re-creating all the problems of the viaduct that we just spent a decade working to take down. Please, please, please don't put a raised structure in my great neighborhood. A tunnel is the only way to continue into an open, walkable, connected future for the neighborhood. I cannot stress strongly enough my opposition to adding a raised structure. Thank you.

Communication ID: 346766

Name: Chris Caudill

Comment:

The center of the West Seattle AK Junction is at California & Alaska, and there's currently a stop to the east of the junction. Please consider extending the terminus of the east-west route to the west side of California.

South of that terminus, you can start the (future) arc to North-South routes as desired, but maintain higher volumes at the AK junction...like a backwards "r".

Communication ID: 346768

Name: Peter Phillips

Comment:

I agree with putting the station at 20th per this article https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Peter

Communication ID: 346769

Name: Dianne Johnson

Comment:

This project is and has been communicated in a very confusing way. Many of WS residents had tbe belief that the light rail would be underground. We are wrong and the proposed above ground option is creating great fear, anger and mistrust to the leaders we elected.

I am vehemently opposed to the light rail, most certainly an above ground option that would force many out of their homes. The homes we have worked diligently to preserve after raising our families.

West Seattle has sacrificed enough due to the mismanagement of city planning.

Dianne Johnson

60 year resident of West Seattle

Communication ID: 346770

Name: Deborah Anne Organ

Comment:

To the West Seattle and Ballard Link Extensions Scoping group:

I am writing to strongly oppose the suggestion of an elevated light rail track in West Seattle and through the streets of Fairmont Park.

I am writing to strongly support the West Seattle Tunnel option, wherein there would be an underground option travelling south from the Alaska Junction and tunneling beneath the adjoining neighborhoods.

As we've seen through the history of the elevated Highway 99 viaduct and other elevated highways, these bring about blight, noise, encampments, and the destruction or diminishment of established neighborhoods. Certainly from the viaduct experience, we have realized that the smartest thing is to do it right the first time, especially since we clearly have the tunneling expertise to do so.

As in the case of Capital and Beacon Hills, and the University District and Queen Anne, the best solution to preserve the quality and income base from the neigborhoods, and to expeditiously move the trains through them, is the use of a tunnel system.

This same tunnel option should be applied to West Seattle.

I also think money is being unnecessarily spent on an additional station at Avalon. Between the Delridge stop and the Alaska Junction stop, and the bus system, this area is more than adequately covered.

Money redirected from the construction of a superfluous stop at Avalon, and from not having to purchase all the residential properties along 41st Ave, or 42nd, or 44th, would certainly be sufficient to instead run the light rail through a tunnel to be bored beneath the neighborhoods south from the Alaska Junction.

With an elevated line, the City will lose the property tax from the 100s of residential homes in those neighborhoods which would be demolished. Surrounding homes will lose value because of the loss and negative influence of an elevated track in the vicinity and seek a lowered valuation, further reducing property tax income to the City. Families in the neighborhoods which might be destroyed would stop doing home improvements, decreasing retail sales and the services provided by the trades, thereby removing the sales tax income to the City and State these provide. Other households nearby which remain standing after the swath of destruction would be worth less due to the noise and visual impact, and will be likely to diminish in value, further reducing tax income to the City.

Of course, all things being essentially equal, moving people from their established homes and neighborhoods, throwing their lives into turmoil during uncertain times and when they would not be able to regain a similar quality of life or indeed even buy any other home in West Seattle, and blighting a healthy neighborhood, would seem to be an unethical choice when the tunnel option is available.

I hope that you will take my comments into account as you continue the process, and that the choice is to do it right the first time and proceed with the West Seattle Tunnel option.

Sincerely,

Mrs. Deborah Anne Organ

6021 41st Ave SW

Seattle, WA 98136

(510) 367-8643 annieorgan@att.net

Communication ID: 346771

Name: Cinda Stenger

Comment:

Rail should come into the Delridge neighborhood only. Trying to get it up to the Alaska Junction is unfeasible; it's insane. I can't imagine what the costs will be to do so.

Develop the Delridge Community/SW Youth&Family Services/playfields into the station and run shuttles all over WS to bring people to this station. Build a state-of-the-art community center, much like Rainier's, and create a complex w/ the station, that serves the community.

My other point of opposition to the current plan is for the number of households that will be displaced. It's mindboggling that anyone thinks this is ok in light of our housing crisis. We cannot displace another household (NO). If you think you're going to build market-rate housing under an elevated track, that is, once again, insane. Everyone displaced will compete for the same real estate, thus driving prices up. Most will choose to leave West Seattle and live elsewhere. This is not acceptable.

This household in Pigeon Point vociferously opposes the plan to extend rail to the Junction. Either develop the Delridge Community Center plat or have port property (that continues to sit empty) developed as a station and run shuttles.

Thank you

Cinda Stenger

West Seattle

Communication ID: 346772

Name: Derek Toups

Comment:

Hello,

As a new resident in the Ballard area, I believe the fastest and most cost effective transportation improvement the City of Seattle and Sound Transit can make is to construct a no-frills Sounder passenger rail station just north of Salmon Bay at the end of Northwest Market Street in Ballard. This area is in the middle of a rapid transformation toward higher density housing and is already very walkable. The relatively unproductive Sounder North Route lacks origin and destination stops and Ballard would create both at the same time, with its myriad businesses, shopping, events and nightlife. It is a perfect bi-directional station location to test, and this could be done within months as opposed to years and for under $5 million. In fact, the case for constructing four new infill stations along the Everett-Seattle route is made clear in a recent Urbanist paper from Stephen Fesler; here's a link in case you missed it: https://www.theurbanist.org/2018/01/15/case-four-new-north-sounder-stations-seattle/

Waiting for Link LRT to arrive in 15 years is going to devastate this neighborhood that needs fast reliable rail transport today. There's no better solution for a quick win than installing one or more new Sounder infill stops between Seattle and Everett.

Please accept this late-arriving comment to the West Seattle and Ballard Link Scoping Study Public Comment period. I hope you will give this idea further consideration.

Kind regards,

Derek Toups, AICP

Communication ID: 346773

Name: Christophe

Comment:

Do not buid an above ground line. We don’t want to look at that horror and don’t want to loose the houses you’d need to take down to build it.

Underground is the way to go.

Christophe

Communication ID: 346774

Name: Kara Centioli

Comment:

I want a tunnel for WS. I don’t want to further disrupt and displace our community. I understand that it will be more expensive and take longer. Just because we are playing catch up (we should have put in light rail a generation or two ago) does not mean that we can’t take the time and expense to do it right. I don’t want to see more people lose their businesses and homes to this project. The city bought many parcels of land for a monorail that was never built, including a family owned business at under market value. When the monorail didn’t happen, the city sold that land to a developer. Sadly, it probably would have been of use for this project. So. I want to see as little disruption to homes and businesses as possible. We can wait for it to be built to best support our community.

Communication ID: 346775

Name: Albert J. Wong

Comment:

Hi Sound Transit,

I'm a Seattle Native, and in fact a Ballard area native (schools: North Beach, Whittier, Whitman, Ballard, and then UW). My family moved here in 81 just before I was born and now live within blocks of the proposed light rail stations.

Placing the Light Rail stations near 14th is a terrible idea. 15th is better, but not great.

The problem Ballard's Urban Village center is closer to Ballard Ave and 20th. Placing the light rail at 14th means cross-15th which people just avoid doing. My sister and I currently live on opposite sides of 15th by about 2 blocks each way and we have completely different knowledge of shops and people. She will grudgingly walk to Ballard Downtown if she has to but it is the "far thing" to do.

Putting it on 15th is better, but it's still just a weird placement. If you're catching the D line, that might be great, but most people commute to the expresses routes on market around 22nd. The distance is far enough they even support 2 nearly identical Bartell Drugs! One on 15th, and one on 22nd.

Furthermore, 14/market is residential and light industrial mostly. Infrastructure thus seems wrong for a transit hub. 15/market has more commercial, but the bridge, noise, and traffic corridor south of market makes it unpleasant for any sort of foot traffic. I know from personal experience walking this area that 15th, North of market is unpleasant but tollerable, and that 15th south of market is a sensory overload. North of market went you walk, you will still keep your head up and look across the street at businesses/building on the otherside. South of market, you start keeping your head down. It's the same number of lanes, but something just feels different.

Given that the city design already places so may services around central ballard (library, park, neighorborhood service center) and there is a vibrant downtown core with things you aren't going to move or replicate (theater, hospital), placing a station on 14th or 15th would fight the strategy that the city has been executing for a decade in addition to just running against "how the neighborhood works."

I know it's not in the options, but I think you really need to reconsider something near 20th or 22nd. Spending a lot of money to get a "meh" solution which might fragment the business and commercial development of an currently successful urban village is almost worse than not spending money at all.

FYI, this is the opinion I dreamed up myself when I heard we were getting a Ballard link. But it seems https://seattletransitblog.com/2019/03/21/a-better-ballard-option/ has a very good write up with lots more details.

Note, construction disruption is a silly thing to worry about. That's been going on for 4-5 years in this area. People will be unhappy for sure. But every single day for the past few years I have to dodge construction vehicles that randomly block lanes. This may be 2x worse, but not 10x worse.

Lastly, please consider making traces below or above grade. Again as a lightrail rider, the slow-as-heck section down south drives me nuts every time I ride to the airport. I still miss the 194 line. It was actually faster. And of course there's the couple of deaths we've had. We should pay the cost for safety. Especially in an area with this much foot traffic.

-Albert

Communication ID: 346779

Name: Katrina WIsner

Comment:

I'm against the route running up genesee and destroying the neighborhood. Please consider a tunnel or use only Fauntleroy to Alaski Junction which is already a busy wide street.

Communication ID: 346782

Name: Benjamin Anderson

Comment:

To whom it may concern,

My name is Benjamin Anderson, and I live in the East Alaska Junction

neighborhood in West Seattle; more specifically, on the 4100 block of 38th Ave SW, just north of Genesse street. I've owned a home here for the past 9 years, and consider it to be one of the best neighborhoods in the city: there aren't many places with a comparable conjunction of walkability, vibrancy, and access to transportation.

I am very concerned that the proposed elevated ("yellow line") Link light rail will destroy this community. I'm concerned about years of construction noise and debris; I'm concerned about the noise and vibrations from an elevated train running just a few hundred feet from my home; I'm concerned about the value of my house dropping; I'm concerned about my neighborhood being split in two by a concrete jungle.

I voted for ST3, and openly advocated for it with friends, family, and community members. I think expansion of light rail service throughout the city is critical to the health of Seattle. But I don't support it at the cost of the health of the neighborhoods that the light rail is intended to serve. The yellow line proposal cuts directly through the West Seattle Junction "Urban Village"; I do not see how the HALA upzoning plan will succeed in my area if there is a train running directly through it.

With regard to the north/south station alignment argument: running an elevated train straight through a residential neighborhood to support a "potential expansion" that is not planned and does not have funding or voter approval sets a disappointing precedent that only a Robert Moses could love. That's not the Seattle I want my children to grow up in.

Communication ID: 346783

Name: Elena Shifrin

Comment:

I agree with the evaluation and the alternative routing suggestion of the East Alaska Junction Neighborhood Coalition; fewer buildings will be affected and expansion to the South looks easier.

https://sites.google.com/view/east-alaska-junction/get-involved/community-documents

Communication ID: 346786

Name: Daniel Lee Reisinger

Comment:

I strongly recommend a tunnel alternative. If cost prohibitive, I recommend a bus alternative that does not require destroying homes or elevated tracks.

Communication ID: 346788

Name: Heather Cory

Comment:

I think a Delridge Ave stop is very important to alleviate some of the traffic/parking in the Junction areas. It's exciting to see the possibility of a southern West Seattle/White Center/Burien option, since it feels like these less visited neighborhoods are often forgotten.

Communication ID: 346789

Name: Anonymous

Comment:

It seems the best alternative to a Denny station would be one that is able to straddle Denny so pedestrians would not have to cross Denny Way in their commute.

Communication ID: 346790

Name: Tessa Bennion

Comment:

I'm a property owner (Luxe Condo) whose unit looks out on Republican St. where it decends. Will I be looking out (+ maybe touching!) elevated trains -- not a happy prospect. I hope there's a tunnel option. (I understand now there is).

Whats the disruption (noise, truck traffic, lights at night) if construction is next to my home?

How close to my building will the portal be?

Can the Republican route (green) connect at Seattle Center and become a tunnel following either the Blue or Brown line?

Imperative to have a Sea. [seattle] Center station (Blue and Green) don't like the Brown line at all!!!

Communication ID: 346793

Name: Chris Caudill

Comment:

Isn't this review process going pretty fast? Honestly we've just had about a full year and change (as far as I know) to digest this thing, and we're being given "Option A" vs. "Option B" on a probably couple hundred million dollar project? Level 1: 4 months? Level 2: another 4 months...then done?

Where's the backbone behind this? What's driving this pace?

Communication ID: 346794

Name: Susan Su

Comment:

Hi There,

I write to express my concerns on a possible building a Sound Transit Midtown Link Station at 5th and Madison, which would significantly reduce, or possibly eliminate our underground & storage area, and place two large buildings in our plaza. As this is my only home, and the proposed station building would bring a great inconvenience for us. I sincerely hope that Sound Transit would consider other options. Thank you.

Sincerely,

Susan Su

909 5th Ave. Seattle WA 98164

Communication ID: 346795

Name: Andrew Smith

Comment:

Bring back the purple tunnel option with a station in the Deldrige Co Park. Let's not uproot families & our little community. Keep the integrity of the neighborhood between 25th & 26th [Ave SW].

PURPLE ROUTE [circled]

Communication ID: 346796

Name: Barbara Arenz,John Arenz

Comment:

I ask that you please not execute the plan in light blue with the station on the block near 26th Ave. We are concerned for the environment (near parks and Longfellow Creek) as well as our neighborhood. It is a quiet area that benefits families and some local wildlife. We (my wife and I) are also worried about the significant increase in traffic, potential for crime, and increased strain on an already difficult place to place. Please locate the station elsewhere.

Thank you for your time and udnerstanding.

Respectfully,

[signed John Arenz]

Communication ID: 346798

Name: Garry Lund

Comment:

I prefer the tunnel option from the West Seattle Golf Course to the West Seattle Junction, even if it costs more to build. The elevated option would disrupt too many existing homes, apartments and businesses. The elevated option would be similar to building a highway bridge through the community.

Communication ID: 346799

Name: Chris Jones

Comment:

Neither of the two proposed elevated rail designs through Avalon and Alaska junction are acceptable. The red "representative project" would mean the first thing visitors arriving in West Seattle see as they approach the junction is a "tunnel" much like driving under the monorail as it approaches Westlake Center, with its sea of columns and dripping on people and cars below. The Yellow option is slightly better, but will decrease development in this multi-family zoned series of residential blocks or result in windows at train height throughout the neighborhood.

PLEASE, PLEASE, PLEASE go back to a tunnel design. If you managed to get one through downtown, Capitol Hill, the U-District, and Beacon Hill, one through the heart of West Seattle's Junction isn't too much to ask.

Communication ID: 346801

Name: Kat Overton

Comment:

I am sad to see that this is planning to hook up West Seattle Junction, instead of helping out Georgetown/South Park/ White Center get more connected for lower income neighborhoods.

Looking through the alternative views through Delridge it looks like this will be incredibly disruptive - has the entire neighborhood bought off on this? I would be pissed!!!

Communication ID: 346804

Name: Chris Caudill

Comment:

I live near the Junction and love the idea of the tunneled light rail system, but it just doesn't take me where I need to go without inordinate amounts of time every day.

This just doesn't make sense: why are all of your downtown exits focused within a block or two of each other? How about taking us to 2nd and Western? Downtown? To the 'new and improved waterfront?' I feel like I'm taking crazy pills! The tunnel ignores downtown entirely, and the proposed lightrail takes everyone to the same spot.

Communication ID: 346811

Name: Jessie Cook

Comment:

I would like to see the entire West Seattle route be subterranean. I think this is the safest way to run the project. There is no way for collisions with vehicles or pedestrians as well as an elevated train takes up too much room on the road and would limit the accessibility of the neighborhood to access areas of West Seattle. In addition, the city already took possession of properties in the past to be used for a mono-rail and then the project fell through and those previous property owners did not get their land back. I hope we don't see a situation like what is going on up on capital hill, where the trolley competes with cars and pedestrians. What a mess.

Communication ID: 346822

Name: Eric Boekeloo

Comment:

As a junction resident, my comments will focus mostly on the junction portion of the West Seattle and Ballard line. I am mostly in favor of the ST3 representative alignment (over the West Seattle Elevated and Tunnel options) for a few reasons.

The tunnel option adds a large cost increase to the light rail project. Voters passed the ST3 plan with the specified tax increases to fund it. Adding a tunnel or other costly addition without a way to pay for it is an unreasonable demand that

should be dismissed as scope creep. The $700 million-dollar price tag for limited to no increase in ridership performance is unnecessary. The main goal of this light rail should be the efficient transport of riders.

The elevated option has the most displacements of the options being considered. Although efficient ridership should be the main concern for the project, the effect on housing should also be considered. The city of Seattle has experienced a very large increase in housing costs in the past few years. Removing housing in an already constrained housing market will hurt affordability and have down stream effects for the least well off. The city should be allowing more housing to be built rather than constraining the supply. To assist in that goal, ST3 should attempt to minimize the impacts to housing. The proposed path on the elevated track does not impact many apartments (which house the most people per area), and if it is chosen, it should not go any further west than the current 41st street route.

The ST3 representative project appears to be the best of the 3 options. It services the junction without a significant increase in cost or scope. It's path mostly follows large noisy streets such as Fauntleroy Way. This path will reduce the amount of displacements (due to the path along the street) and noise effects (Fauntleroy is already noisy) to the community. It has been discussed that the north/south alignment of the Elevated option is significantly better for possible expansion of this light rail line. It probably is better for further expansion, but the probability of that expansion happening seems low at this time. The current funding source for ST3 is constantly under attack and adding more taxes for transit seems unlikely in the near to medium term (another reason the tunnel is not affordable). Although light rail expansion south may seem unlikely, the junction station would provide a convenient multi-modal hub for transit. It is already a major bus route and can connect with the buses to transport people that last mile to their homes.

Overall, the ST3 representative plan appears to be the best option for light rail in West Seattle. It does not add significant cost and is an efficient use of tax payer funds. It connects a multi modal hub at the junction to the rest of the light rail network. I look forward to the day that I can take the light rail to my office for work.

Communication ID: 346823

Name: Patrick Zunk

Comment:

Hello,

I have concerns with the amount of land needed for this proposal and amount of destruction it would bring to the neighborhood. I am not in favor of an above-ground light rail, but would possibly be receptive to a tunnel. The trains are loud and I have concerns about the amount of noise and vibration from living so close to the proposed route. (I live on Avalon Way.)

Regards,

Patrick

Communication ID: 346826

Name: Delores Egerton

Comment:

I object to having a monorail system on 41st, 42nd, or 44th Avenue SW that runs from Alaska St southward. I do look forward to having this system of travel from downtown or the airport to West Seattle ending on Alaska Street near California Avenue. We have a bus system we can use to get around West Seattle from there.

If I had to choose between a monorail or a tunnel system running parallel to California Avenue, I would prefer a tunnel system.

Communication ID: 346827

Name: Michael McLaughlin

Comment:

The idea of an elevated bridge approaching or even on 14th Ave NW is one that should not be entertained. It is completely out of scale with the neighborhood, particularly above Market Street, and will create dead zones between 14th and 15th. It is also too far to the east from the population center of Ballard and drives foot traffic into a solidly residential and generally quiet neighborhood. The devastating impact of elevated transitways is well known from countless examples where such structures split neighborhoods and drove up crime. Let's learn from the examples of New York and Philadelphia, from the mistakes of Robert Moses, and reject this terrible idea.

Of the available options, a tunnel with stations along 15th Ave NW is by far the best idea. 15th Ave NW is both a major artery and completely appropriate to the citizen interaction generated by transit. Tunnels don't conflict with the scale of the rest of the neighborhood and don't interfere with the thriving neighborhood above. A tunnel, to 15th Ave NW, is clearly the only feasible option in this case to not upend the lives of the Seattleites this transit option will serve.

Communication ID: 346828

Name: Delores Egerton

Comment:

If I had to choose between a monorail or a tunnel running parallel to California Ave SW in West Seattle, I would prefer a tunnel.

Communication ID: 346829

Name: Joe Story

Comment:

The orientation of each track and platform greatly influences each alternative presented here. As the only place in the system where Green Line trains and vehicles can interface with Red and Blue Line trains and vehicles, planning switches and tracks is vitally important. In addition, as many as 100,000 weekday riders may be transferring between

the lines at several locations (ST has yet to disclose the number of Link-Link transfers), and how difficult these transfers are influences the value of each alternative. That is more than the weekday ridership on the entire line today. This would seem to influence both cost and engineering separately for each alternative currently being studied, and will be significant enough to even inform which alternatives go forth into the EIS process.

My primary rider benefit goal is to promote creating cross-platform transfers are SODO station. As a surface station, it is by far the cheapest (if not only) place to offer a comprehensive level transfer environment. Transfers will be possible at International District/Chinatown and Westlake stations, but these will generally require one or two level changes (depending on the alternative) as well as a further walk. Because the current line will have been operating for 25 years on opening day in 2035, to suddenly make these tens thousands of riders change to requiring transfers is very disruptive to riders and will thus be politically controversial; making a transfer as easy as possible will ease this impending outrage.

In thinking through these transfer issues, it's clear that there is also a major track-switching need in SODO. That issue is because of the currently proposed southbound-northbound-southbound-northbound orientation of the tracks proposed in the latest versions of each alternative. It becomes much easier to create track switching if a southbound-southbound-northbound-northbound track profile is built and operated in SODO. If each direction of each line is next to the other line, switching becomes much less complex and can occur anywhere between the north end of SODO station and Holgate Street. Switching needs are basic in a rail system for not only daily access to maintenance facilities, but also when train blockages and occasional, even brief track closures occur and operations staff much reassign trains to use another track.

Finally, a reconfiguration will give ST more options on how to operate trains while building the second Green Line connection. I am not familiar with the exact construction phasing options, but providing easy switching would greatly enhance the phasing of light rail operations before the second Downtown tunnel opens and line configurations are switched. If the West Seattle line opens in 2030 as originally proposed, this will also be a major transfer station for several years; the operation of this additional line must be accommodated along with the existing line until the second Downtown tunnel segment opens.

Comments on each alternative are as follows:

Representative Project Alternative. In this alternative, I recommend switching the operation of the southbound Green Line (Rainier Valley-Ballard) and northbound Red Line (West Seattle-Northgate) tracks, so that the current west-most tracks are for northbound Red Line trains and the future aerial east-most tracks are for the southbound Green Line trains. This would enable a cross-platform transfer at the new SODO aerial station between the Red and Green Lines. This would enable a level transfer for northbound trains at the existing SODO platforms by walking across tracks (a possible variation would be to reposition the current platforms and tracks to create a center platform). The at-grade Lander crossing gates could even be coordinated to drop for trains arriving from the south in both directions at about the same time.

To make this operation happen, design refinements to the current conceptual alternative would be needed. The new aerial rail structure on the east side would tie into the current southbound line at the switch for the maintenance facility (near Seventh and Forest), continue crossing elevated above a new northbound surface track arriving from West Seattle and to the new platforms at the SODO station. Switching tracks could then be easily added for both northbound (surface) and southbound (aerial) between the north end of SODO station and Holgate Street. At about Holgate Street, the aerial southbound tracks for the Green Line would again cross over the surface northbound Red line tracks.

Another variation on the track configurations for the representative project would be to construct the northbound Red Line as a surface line stacked directly underneath the southbound Red Line (and moving the southbound Green Line to the east-most aerial platform as explained above). That would enable a very large center platform configuration at

ground level, a level cross-platform transfer in both southbound and northbound directions, and a single direct escalator/stair access for opposite-direction transfers.

The cost implications of this appear to be negligible. The transfer benefits to riders are significantly better. The operations benefits are clearly significantly better. The construction phasing operational and cost saving benefits could possibly be significant.

All Surface Tracks at SODO Station Alternatives. In these alternatives, I recommend moving the southbound Green Line (Rainier Valley-Ballard) tracks to be the west-most tracks. The track assignments from west to east that I'm suggesting would be southbound Green Line, southbound Red Line, northbound Red Line and northbound Green Line; Green Line tracks on the outside, and Red Line tracks on the inside at SODO Station. Again, this would enable two same-direction cross-platform transfers in each direction, with Red Line trains on the inside and Green Line trains on the outside.

To make this happen, design refinements to the current conceptual alternative would be needed. A design that would create an aerial flyover for the southbound Green Line track would need to have this track rise enough to clear the two Red Line tracks to and from West Seattle south of the SODO station. Again, there would be ample room to construct low-cost switching between the north end of SODO station and Holgate Street because lines in the two directions would be next to each other. The way that each line interfaces with the current tracks (Red Line) and new tunnel portals (Green Line) north of Holgate Street would vary by alternative. Each station alternative at the International District/Chinatown station would result in shifting of portal locations and costs, as they already do in the current proposals.

A related issue is the pedestrian access to and from the SODO station in the all-surface track alternatives. Requiring riders or sidewalk users to walk stairs or slopes to get above tracks means that about 50 steps in elevation would be needed, where requiring riders or sidewalk users to go below tracks (with track elevation changes) would mean a much less elevation change (between 20-25 steps in elevation) that might even be accomplished with ramps, eliminating the need for escalators and maybe even elevators. These cost savings in more escalators, elevators and/or stairs would offset the cost of replacing surface tracks to slightly change the elevation and positions to accommodate two center platforms.

The cost implications of this appear to be minor (well under $100 million) to negligible, depending on the International District/Chinatown platform placement choice. The transfer benefits to riders are significantly better. The operations benefits are clearly significantly better. The construction phasing operational and cost saving benefits could possibly be significant.

Communication ID: 346830

Name: Sarah James

Comment:

I'm a west seattle homeowner and strongly opposed to elevated trains. Thank you

Communication ID: 346831

Name: Keith Mackin

Comment:

This is a stupid amount of money to spend on a commute across the Duwamish. Please consider cheaper alternatives such as traveling south through White Center to connect with the system there. The cost and disruption to our neighborhood is not worth the benefits. Is there no way to follow the corridor already laid out across the upper bridge to the Junction? Is it too steep a grade? This just makes me very sad. I do not think voters would have approved this had they known any of this beforehand. It sounds like the "Brexit" vote in England over two years ago that they all regret taking now that they see the details.

Communication ID: 346832

Name: Karen Iwamoto

Comment:

If you are going to run mass transit through West Seattle, PLEASE use a tunnel and not a surface or elevated train!

Communication ID: 346833

Name: Brian Fabella

Comment:

I am a fan of mass transit and I support the expansion of light rail into West Seattle. I use light rail several times a week. And I have used it since it opened for both work and recreation. I believe the future of Seattle depends on light rail. I don't believe an elevated rail system is a good idea and I think Beacon Hill, Capital Hill and the University District have done it right by going underground. I think West Seattle should do the same.

Communication ID: 346834

Name: C G

Comment:

As a resident of West Seattle, I don't see why more effort isn't it until realizing a tunnel / underground station options. Elevated tracks would be disruptive to the neighborhood where light rail would enter West Seattle and would not connect to the Alaska Junction. Wouldn't it make sense to study options to have a tunnel and stations near the existing areas of growth.

Communication ID: 346835

Name: Jeremy Schoenfeld

Comment:

Elevated tracks make sense in industrial areas and along highways or other wide rights-of-way. But smaller neighborhood streets would be too adversely affected having tracks overhead. Let's use tunnels like the new line from UW to Northgate. It would be great to get the new routes cheaply and quickly, but don't forget quality.

Also, does West Seattle need 3 stations? They are very closely spaced, and (in the long term) most people will be arriving at them by bus, so the walksheds seem like less of an issue. Is the intent to spread out the transfers among several stations so no single station gets overcrowded? If so, Delridge riders may be watching a lot of full trains pass them by in the mornings.

Communication ID: 346836

Name: Rosalind Sciammas

Comment:

Please invest in an underground tunnel in West Seattle. An elevated train would hurt and displace our community.

Please let me know how I can make this tunnel happen. Thank you

Communication ID: 346837

Name: Britt Hunt

Comment:

West Seattle is a quiet community and the idea of adding an elevated train would destroy that esthetic. Our family and friends would greatly benefit from tunneled train routes. The added expense is worth not destroying beautiful family homes and neighborhoods.

Communication ID: 346838

Name: Kyle Phelps

Comment:

Please place the West Seattle Junction station underground. It is the only way that makes sense. This is a multi-generational issue that we only get one chance to get right. Anything other than a tunnel is wrong.

Communication ID: 346840

Name: Mandy Robertson

Comment:

West seattle tunnel please!

Communication ID: 346844

Name: Brian Steinburg

Comment:

Please explore the 20th Avenue Option as outlined in this article in Seattle Transit Blog...

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

The best possible ridership puts the station location in the center of the urban village, at 20th Avenue and Market Street. This location is closest to all of the current density, and closest to potential future development.

This option uses the shortest tunnel possible for crossing the ship canal of any practical location. It is about 10-12 % shorter than the 14th or 15th Avenue tunnel options. It is 28% shorter than the “BNSF West/20th Tunnel” option rejected in Level 1 scoping. The shorter the tunnel, the less costly the option. The limiting factors preventing the tunnel from being even shorter are (1) a maximum 5% grade and (2) allowance of 25 feet between the top of the tunnel and the bottom of the ship canal.

In order to reach the shortest possible tunnel, it is necessary to bridge over the BNSF rail yard. I acknowledge that would generally be unwise, but in a later section, I explain why this route is different; why it is uniquely feasible.

There is no practical route using a high fixed bridge to reach a station on 20th Avenue, because of impacts on the legally protected Ballard Landmark District. A tunnel is the only way to do it that does not sacrifice quality.

This option has two additional advantages. It has a net reduction in properties taken, thereby reducing cost further. By eliminating a curve, the Interbay station can actually be at Dravus Street, a better location.

Communication ID: 346845

Name: Straker

Comment:

please design the links so they are peaceful... no audio bus info at stops like the Rapid Ride: it's annoying, way too loud and unnecessary. All that info can go on a phone app.

Same with the automatic adio messages on the rapid ride: TOO LOUD, annoying and unnecessary, waste of project funds.

Create an outside environment that is simple and clean and has trees and plants.

Have security on the routes to keep a civilized safe environment bc Seattle population growth is going to increase and it's not stopping... dont wait for the next driver or rider assault, rape or death by violence... money needs to be spent on safety and security officers not just cameras.

Go paperless: save money and resources.

Communication ID: 346846

Name: Tiffany Tessada

Comment:

Please no light rail above ground!! This will destroy our community for generations. Light rail must be underground! We deserve underground just like other neighborhoods.

Communication ID: 346847

Name: Marsha Heaton

Comment:

Would much prefer the tunnel version: West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel. More expensive up front, of course, but much like the downtown monorail, viaduct, etc., our next generation will be wondering 'what were they thinking' with the elevated option.

Communication ID: 346850

Name: Kerissa Foster

Comment:

I would like to have a tunnel instead of an elevated viaduct going through the heart of West Seattle. My family has lived here for almost 65 years. This neighborhood is part of my soul. I want to keep the junction from feeling like nothing but a transit center.

Communication ID: 346851

Name: Lucas Fisher

Comment:

Please consider the Ballard extension plan described at https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

It is vital that the station be in the heart of Ballard on order to get the most ridership and best serve the neighborhood. If the station is placed 6 blocks east at 14th I can't imagine what ever using light rail from Ballard.

Communication ID: 346852

Name: Joan Krause

Comment:

I would like to submit my vote for a tunnel vs. an above ground rail. I feel that the sheer massiveness of the above ground structure and the ugliness of it would deter from the charm of West Seattle and would appear to divide the area. Not only would a tunnel preserve the aesthetics of the area, it would also prevent thousands of people from losing their homes.

Communication ID: 346865

Name: Andrew Baker

Comment:

Reliability and future expansion should be prioritized for the new lines. West Seattle should be an elevated line orientated north-south. Ballard needs either a high bridge that will not need to be opened for boat traffic or a tunnel.

Communication ID: 346866

Name: Brett Wiseman

Comment:

I support a better elevated option in West Seattle. The new elevated option would follow the Fauntleroy alignment to Alaska, but take a sharp turn onto 41st. Though sharp turns are generally not ideal, they are a part of systems worldwide (check out the NYC Subway south of Central Park), and one right next to a station where the train will already be moving slowly, will have minimal impacts on operations.

Communication ID: 346867

Name: Virginia Pellegrino

Comment:

Establishing this light rail extension is a permanent investment in West Seattle,

That's why we must commit to a tunnel-based solution for light rail to West Seattle. Tunnels have been successfully built in other neighborhoods in the city and West Seattle deserves no less. An elevated train would destroy neighborhoods, obstruct valuable views and increase noise pollution. West Seattle is a vibrant community and cutting a strip through its heart is no way to acknowledge its value and ensure its future as a thriving part of the city.

We, as taxpayers, have paid for other tunnels throughout the city. It is now our turn. I understand the powerful Port of Seattle is against the tunnel because of its location. Please listen, instead, to the people who live in this community and find a way to fund and build the tunnel.

In addition, I support lower guideways and a station at 41st – which would set up for future expansion. I am particularly interested, also, in why the purple line was eliminated from discussion.

I implore you to listen to your citizens, take the time and get this right.

Communication ID: 346869

Name: Jeff Crow

Comment:

Tunnel.

Communication ID: 346871

Name: Stacia Jenkins

Comment:

I think it makes more sense to end the West Seattle Link at 35th and Avalon, rather than the West Seattle Junction, leaving the option to eventually continue south down 35th Ave. SW toward Burien. The disruption to access to West Seattle with construction in the Avalon/Fauntleroy/Alaska area would be miserable. That, the additional cost, and encroachment on residential areas in the Junction are not worth the benefit of having light rail a few more blocks.

The savings could be utilized for an underground parking garage, as most West Seattle residents would still have to drive to the terminal station, regardless of where it is, or to provide a shuttle from Avalon to the Junction, or more bus access throughout West Seattle so connections could be made to the light rail without using a car at all.

Communication ID: 346875

Name: Perry Kent

Comment:

Regarding the downtown to West Seattle line I encourage you to prioritize alternatives that make for easy and affordable expansion to the south. There are many lower income neighborhoods that lie south of the West Seattle junction. It would be a waste of an opportunity to end the line near the West Seattle junction.

Communication ID: 346880

Name: James Sander

Comment:

The "prefered" blue route through North Delridge unfairly wipes out an entire neighborhood.. No other West Seattle neighborhood is so effected. Pleaser reconsider the "purple" line through a Pigeon Hill Genesee street tunnel. This would avoid the south of WS bridge steep (historically landslide prone) slopes of Pigeon Hill AND not wipe out the entire Youngstown neighborhood in the process. Make the Port cough up some money so as not to wreck their business for the term of construction.

Communication ID: 346881

Name: Elizabeth Murdock

Comment:

I'm not sure why West Seattle always gets the short end of the transit stick. It's Seattle's biggest neighborhood.

An elevated train would negatively impact West Seattle. It's loud, it's an eyesore. Other neighborhoods (Capitol Hill, Beacon Hill) get a tunnel - why can't we?

I am opposed to an elevated line and would much prefer a tunnel.

Communication ID: 346882

Name: Garrett Billings

Comment:

Hello - I'd like to voice my opinion in regards to ST 3's light rail to West Seattle. I don't think the representative proposal (elevated) makes sense as it doesn't allow for easy expansion. I don't think the proposed elevated alternatives are feasible either as they cut through many homes and disrupt too much of the neighborhood. I also don't think the tunnel is a good use of money, and probably isn't affordable either.

I support something proposed on the West Seattle blog: https://seattletransitblog.com/2019/03/26/a-better-elevated-option-in-west-seattle/

I think there is room to design an elevated option that isn't as disruptive to the neighborhood and allows for expansion south in the future.

I am hopeful Sound Transit can get creative and remain frugal with our money, while at the same time being respectful of the current neighborhood.

Thank you.

Communication ID: 346885

Name: James Haun

Comment:

I live in West Seattle and I am happy that light rail is coming. I would much rather see the below ground option as much as possible. Thank you.

Communication ID: 346892

Name: Nick Newhall

Comment:

tunneling should be used to the maximum extent possible on the West Seattle portion of the line as it disrupts the fewest number of residences and businesses. We've already shown the positive impact of tearing down an overhead structure accomplishes for livability with the viaduct. If the Seattle Port is willing to contribute money, the "purple" line tunneling through east West Seattle (Pigeon Point) should be considered as well.

Communication ID: 346898

Name: Anonymous

Comment:

West Seattle does NOT want an elevate option.

Is it too late to propose LEAST disruptive options? Bring rail along the west seattle bridge to the base, then from that central point, create other quieter cheaper types of transportation to all points in west seattle… a la Central Station in Amsterdam.

Communication ID: 346901

Name: Anonymous

Comment:

Every Tax payer is footing this bill. YANCY STREET/WEST SEATTLE TUNNEL is the route of least damage and destruction to the community, it reduces the number of stations as a fiscal contribution to the unending bill for most king county voters that will NEVER ride this train.

Select the YANCY STREET/WEST SEATTLE TUNNEL route and focus effort on making it happen.

Communication ID: 346902

Name: Anonymous

Comment:

All countries with light rail projects have over-runs, this is the norm for never ending (useless) traffic projects. West Seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL add to the EIS, and proceed with making it happen. Two stations is more than enough, do not split the Alaska Junction and you do not have my permission, justification, or tax dollars to buy up residential homes. No one's commuting convenience is worth making others homeless for a limited use train.

Communication ID: 346903

Name: Anonymous

Comment:

Tax elections are a poor proxy for Transit funding support. This project is for the private benefit of the precious few. I do not support increased taxes to let an unelected Sound Transit entity make any kind of transportation solution for me. West Seattle and it's elected officials and advisory group have made it clear repeatedly that west seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Communication ID: 346905

Name: Molly Schoeb

Comment:

Please choose a tunnel in West Seattle! There are way too many families & children here to have an above ground structure for safety & noise issues. Choose a tunnel to preserve the community feel West Seattle has always been known for.

Communication ID: 346908

Name: Russell Finley

Comment:

It is imperative for the future of West Seattle that a tunnel be used for light rail between the Avalon Station and the Junction Station. Without a tunnel a huge swath of homes and businesses will be taken out and the character and small town feel of West Seattle will be destroyed, forever changing the landscape.

A huge reason many people want to live, and love to live, in West Seattle is the small town vibe and the friendly local businesses.

By building a tunnel it allows for more area around the stations to be developed and become denser, which we should all root for as affordable housing is needed and won't be achieved until we can build more housing units and close to mass transit. The additional $700 million it would cost to build the tunnel could be paid for by upzoning neighborhoods around the stations. Permit fees, business taxes, sales taxes, property taxes, will ALL increase bringing in more revenue for the state and the city.

Please make it a priority to build a tunnel up to the Junction. Our big small town West Seattle is at stake.

Communication ID: 346910

Name: Anonymous

Comment:

The integrity of the SLG is now suspect, Sound Transit always was. Stop jamming your agenda at west seattle. Taxpayers are smarter than this and historically take decisions into their own hands and will simply vote out people, policies and have no issue reversing decisions and taking away tax funds.

Enhancing existing bus service does not require new, additional infrastructure that I am sure Sound Transit will not maintain as a matter of prior performance. Do not saddle West Seattle with an eyesore you will not take care of, when west seattle has made it clear that two stations are more than enough, we do not want sound transit to destroy the neighborhood while not providing service to the most under-served part of the community, and only providing 5 miles of transit is stupid. Select the YANCY STREET/WEST SEATTLE TUNNEL, add it to the EIS or no light rail in west seattle is a perfectly acceptable option.

Communication ID: 346914

Name: Nanette Fok

Comment:

I am a long-time community member of the International District. Although I don't live there, I am there multiple times every week: going to the Wing Luke Museum (where I am a board member), shopping for food and gifts, eating at restaurants, meeting friends at coffee/tea shops. It is my home. I am excited that this project will create greater access for people to come to the ID and take part in the neighborhood's rich offerings.

But, I worry that implementation of this project will have negative impact on the neighborhood, so I urge you to proceed with planning very thoughtfully, listen to community members' voices and protect the residents and small businesses. This neighborhood is among very few in the city that continues to live its cultural history; many of its residents and business owners are immigrants and refugees that represent myriad Asian American and Pacific Islander communities. It is critical to our community well-being -- not just within this neighborhood, but also for the city overall -- that the elements of this neighborhood be maintained. Not, for example, allowing current small businesses to be displaced and replaced by new small businesses. Not allowing the seniors and families who currently live here to be displaced so that other people can move in.

We, like you, want to make the light rail project a great success, and know that it can have huge benefits for the ID. We who live, work and play in this neighborhood are best positioned to work alongside you to figure out how to incorporate this new community resource into our existing neighborhood. Our community members are smart and thoughtful and committed to the neighborhood. They have ideas that can help you make your project successful. Please keep us informed and engaged, listen to our desires and needs and implement our ideas.

Communication ID: 346916

Name: Nora Chan

Comment:

Sound transit must consider how ST3 investments leverage the rich community assets in Chinatown-ID and sustain our community through your important project.

Must not disrupt or threaten the Chinatown ID community and businesses with an alignment and station along 5th Ave.

Union Station must have in-station, accessible, enjoyable and easy to navigate transfers between light rail, Sounder and Amtrak

Must consider 4th Ave. alingments in the options under the enviornmental review, to better connect our exisiting transit assets and minimize neighborhood disruption.

Please must not make the tunnels no deep that riders are forced to take elevators or cannot transfer easily or are discourage[d] from coming out into the neighborhood

Please reactivate Union Station plaza to make it a great transfer environment and community asset with programmable public space and also a functioning transit station that incorproates retail and public space.

Chinatown Gate is a must to keep - historical

Noise, dust and sand please keep it cover[ed] or wet it down

Important to keep original name: Chinatown, ID and Chinese [see attachment for CID in Chinese]

Improve lighting and walkways in the area around the new and exisiting stations

Security/police in stations

10.[12.] Please add restroom in station.

11.[13.] Security guard/policemen patrol is a must please

12.[14.] Add chinese in station arrival

13.[15.] Sound Transit must have the chinese name in station, pointing map map

Communication ID: 346917

Name: Lui Chung Fun

Comment:

5th Ave; closed and faster

Low noise, cover dust & sand

Communication ID: 346918

Name: Sang On V

Comment:

4th Ave too close to water

5th Ave is better

Communication ID: 346922

Name: Colin Miller

Comment:

Please consider a new elevated option for West Seattle that would follow the Fauntleroy alignment to Alaska but take a sharp turn onto 41st, as described by Seattle Subway here:

https://seattletransitblog.com/2019/03/26/a-better-elevated-option-in-west-seattle/

Consider the long-term future. In Sound Transit's own HCT study work, an elevated line to the south of The Junction is likely to be a better investment in terms of capital cost per weekday rider than the line to The Junction itself.

Communication ID: 346923

Name: Melina Wong

Comment:

Hello,

I support the light rail and am looking forward for it to come to West Seattle, however, I am concerned the West Seattle Elevated Yellow Line option would destroy our close knit neighborhood and leave a lasting scar for generations to come with demolishing our homes.

Our Genesee Hill neighborhood is a vibrant and thriving community. The kids all play together and are friends. Some of the kids met during pre-school and some have met by just playing outside in the neighborhood together. During the warm months we have big neighborhood BBQs. The neighbors all bring food to share, we grill, kids play, kids ride their bikes and scooters and everyone looks forward to these events. It's a great way for the neighborhood to gather and connect.

Please consider other alternative options that would preserve the community and character of Genesee Hill and other West Seattle neighborhoods like ours.

I support the alternative proposed by the EAJ Neighborhood Coalition. It is a variation on the "Pigeon Ridge / West Seattle Tunnel Alternative" proposed by Sound Transit during Level 2.

This alternative would cross the Duwamish Waterway via a new high-level bridge, transition into a tunnel beneath Pigeon Ridge, and then emerge back onto an elevated structure paralleling SW Genesee Street. The elevated structure would travel along the northern edge of the West Seattle Golf Course. Approaching SW Avalon Way, the route would again transition into a tunnel to Fauntleroy Way SW, terminating in a tunnel near Fauntleroy Way SW and SW Hudson Street.

Thank you for your time.

Sincerely,

Melina Wong

Communication ID: 346925

Name: Gary Metzelaar

Comment:

I have been a West Seattle resident for 21 years. I am also a proponent of development, and believe in the need for a more robust public transit system, which includes a comprehensive Light Rail component. It is important to link a highly dense peninsula, like West Seattle, which has limited entrance and exit options, to downtown Seattle and surrounding communities.

I do not believe the Light Rail system needs to run through (and stop at) the West Seattle Junction. The impact the immense Light Rail infrastructure would have on a small area like the Junction, and the neighborhoods leading to it, is too great. I cannot understand the reason an option to overrun an entire neighborhood, and indeed, take homes from residents for the sake of the project is being considered. Can't we do better?

Yes, a tunnel and underground stations are extremely expensive. I don't think this is a smart option either. Again, there is no need to run the Light Rail to the Junction. Instead, using existing right of way and established

routes/pathways makes entirely more sense, will cost less, and have the least amount of impact on homeowners, while providing transit benefits to the community and future expansion opportunities (South to Burien). There is a chance to create an amazing transit hub in an already existing, largely commercial area. Let's envision a hub where Light Rail and bus lines can intersect, and one where commercial businesses and future multi-unit residence projects coexist, without destroying established residential neighborhoods.

The mostly commercial area that is bordered by Fauntleroy Ave. SW, 35th Ave. SW, and SW Alaska St. would be ideal for a transit hub. The area defined by these major pathways includes Alki Lumber (along with other properties) owned by the Sweeney family. The family is currently studying alternatives to the existing

Alki Lumber property, acknowledging that a lumberyard does not "mesh with the changing neighborhood or the changing environment for small business in the City of Seattle."

The above-mentioned area could contain a transit hub that effectively services the West Seattle community, and provides small business opportunities that service commuters and residents alike. The hub could include a Light Rail station, bus stops, coffee shops, restaurants, stores and multi unit residences. Keeping the Light Rail station in this area also allows for continued expansion South via existing routes like 35th Ave. SW without destroying any existing homes in the process.

Do NOT run Light Rail to the Junction. "SWEENEY STATION" has a nice ring to it, and could be an amazing legacy and gift for the greater good of the West Seattle Community.

Communication ID: 346928

Name: Wayne L Organ

Comment:

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

To the West Seattle and Ballard Link Extensions Scoping Group:

I am writing to strongly oppose the suggestion of an elevated rail track in West Seattle and through the streets of Fairmont Park.

I am writing to strongly support the West Seattle Tunnel option, wherein there would be an underground option traveling south from the Alaska Junction and tunneling beneath the adjoining neighborhoods.

I believe we should do this once and do it right!

- Elevated roadways become blights on neighborhoods and as in the recent case of the Highway 99 viaduct, end up later being replaced by a tunnel anyway, at much great cost than if it had been done right in the first place.

- As decided for Capital and Beacon Hills, the University District and Queen Anne, the best solution for West Seattle is to preserve the quality and income base of the the neighborhoods, and to use a tunnel system. West Settle deserves the same treatment as other neighborhoods in Seattle.

- I do not support an additional station at Avalon. This area would be adequately covered by a station a the Alaska Junction. The savings on the station could be put towards the tunnel option.

- An elevated trail track through the commercial heart of West Seattle would see hundreds of residential homes lose value, established neighborhoods destroyed and families displaced. This is not to be the fate of Capital and Beacon Hills, the University District or Queen Anne. It should not be the fate of West Seattle. It is not a lesser neighborhood.

I hope that you will take my comments into account as you continue the process, and that the choice is to do it right the first time and proceed with the tunnel option.

Sincerely,

Mr. Wayne L. Organ

6021 41st Ave. SW

Seattle, WA. 98136

Communication ID: 346930

Name: Maria King

Comment:

Reasons for opposing the Yellow Line in West Seattle

Disruption and Displacement of families and households Many young families invested great sums of money to purchase and upgrade their homes, choosing this neighborhood for its convenience to schools, churches, shopping

Negative environmental effects to the neighborhood: noise pollution, vibrations, elevated lines are ugly!

Neighborhoods with elevated lines tend to deteriorate

4.Decrease in property values for homes adjacent to the elevated line

Reasons in favor of a tunnel

Protect and conserve the integrity of the neighborhood

Protect families and households from displacement from their homes

3 Avoid the eyesore of an elevated line

Protect the beauty of the views in the West Seattle neighborhood

Conserve the value and real estate tax base of the properties in the neighborhood

Communication ID: 346932

Name: Erik Cutts

Comment:

Elevated Above ground option is the only economical choice.

Communication ID: 346933

Name: Jet Singh

Comment:

I live in the Genesee Hill neighborhood of West Seattle. While I am a supporter of the light rail coming to West Seattle, however, I am concerned the West Seattle Elevated Yellow Line would destroy our strong, tight knit community.

Our neighborhood is a vibrant and diverse community. Our neighborhood is made up of families with kids, couples, retirees, and singletons along with a variety of different ethnicities (Chinese, Filipino, Indian, and Nigerian). As neighbors, we all watch out for one another whether it is accepting delivery packages, watching each other's home while on vacation or just informing each other if we see anything suspicious. We also go to the Junction together for the annual tree lighting event, mow each other's lawns, watch each other's kids along with social gatherings.

Please consider other alternative options that would preserve the community and character of Genesee Hill.

I support the alternative proposed by the EAJ Neighborhood Coalition. It is a variation on the "Pigeon Ridge / West Seattle Tunnel Alternative" proposed by Sound Transit during Level 2.

This alternative would cross the Duwamish Waterway via a new high-level bridge, transition into a tunnel beneath Pigeon Ridge, and then emerge back onto an elevated structure paralleling SW Genesee Street. The elevated structure would travel along the northern edge of the West Seattle Golf Course. Approaching SW Avalon Way, the route would again transition into a tunnel to Fauntleroy Way SW, terminating in a tunnel near Fauntleroy Way SW and SW Hudson Street.

Thank you.

Communication ID: 346937

Name: Scott Vanderpool

Comment:

I am very much in favor of a tunnel through the heart of West Seattle...and VERY much against the elevated proposal, which would ruin the character of the neighborhood. A massive out-of-place elevated platform is what led many in West Seattle to vote for the Martin Selig financed recall of the Joel Horn ruined WS/Ballard Monorail project we voted for four times...which would have been finished by now, and at a cost far less than this proposed Light Rail project. Other Seattle neighborhoods are getting underground service...forgive my ignorance, but have we not already purchased a couple of varieties of tunnel-boring machines? Do they no longer work? Seattle has a way, starting with sending our potential subway system to Atlanta GA in the 70's, of doing things on the cheap, in ways we end up regretting later. The Rapid Transit systems in true "World Class Cities" like New York, Boston, Paris, London, SF's BART, etc. are not "Light" rail, why are we building a smaller capacity system that will be outdated by its completion date? We need to think big-picture, long-term here.

Communication ID: 346939

Name: Kate Gregory

Comment:

I support a new option for the Interbay – Ballard segment of the West Seattle – Ballard light rail project. The major components are (1) an aerial bridge over the BNSF rail yard, (2) an optional station at Fisherman's Terminal, (3) a shorter tunnel under Salmon Bay, and (4) a station at 20th Ave NW and NW Market St. I believe that this solution is measurably and significantly better than any of the remaining official options. It will provide a shorter tunnel (the most expensive part of the line) along with higher ridership because of the placement of the station and the intersection with bus connections.

Communication ID: 346942

Name: Anonymous

Comment:

ST3 should look at a more southern route that runs on the surface up along 1st Ave S, over the river near 1st Ave S bridge, and then up Myers Way. Camp Second Chance is city property that could be used for a light rail station to benefit all with a bus transit or park & ride. Then routing up the hill from there and north to downtown…. A southern route would have a gentler grade, could include more potential riders for this mass transit project, and should be cheaper to build without lengthy bridges or tunnels. Mass transit – the object is to get as many riders as possible at the lowest cost with the least environmental impact?

Communication ID: 346943

Name: Anonymous

Comment:

Take another look at Yancy Street/W. Seattle Tunnel option. West Seattle would be well served with only two stations, not three. shift the Delridge Station in this option farther to the east–perhaps near the strip mall on Andover and Delridge. Lower impact on Youngstown housing; keeping the guideway in an area that is already noisy and mostly industrial–thereby eliminating the impact the park/golf course and green spaces; and leading into a tunnel into the heart of the Junction. No elevated tracks.

Communication ID: 346945

Name: Vera Richards

Comment:

Hello, my house is on the 41st street sw and Brandon and I am writing to voice my concern over the elevated rail option running through 41st Street. West Seattle deserves the tunnel option like other Seattle neighborhoods to preserve the charm and the community feel it has now. Values of our homes will decrease and it will have an immense impact on all of us who live on or near the proposed route. Please hear our voices and build the tunnel rather than devalue our neighborhood. Thank you, Vera Richards, West Seattle

Communication ID: 346947

Name: Tyler Branham

Comment:

Hi,

Please locate the Ballard station underground at 20th Ave NW and tunnel under Salmon Bay to reach it. Of the proposed station location options, a station at 20th has the best walk shed and truly serves the designated Urban Village, the majority of residents and businesses, and will attract the highest ridership.

Thank you!

Tyler Branham

Communication ID: 346952

Name: Anonymous

Comment:

[Hello! I'm calling to strongly oppose to build the Sound Transit station at the 5th [Ave] and Madison [St] which is currently in discussion. If built, it would greatly use our parking space and historic space which is already very tight. I encourage and appreciate it Sound Transit to consider other options instead of at this location. Thank you very much.]

Communication ID: 347148

Name: Anonymous

Comment:

[Hi I'm calling from the Fairmont spring neighborhood in West Seattle. I live on 41st Avenue Southwest and there's a potential for an elevated platform to be built a few blocks north of me.

I'm concerned because if this plan gets approved instead of the tunnel, my neighborhood and all of these residents are at great risk.

I'm at two time cancer survivor. I just completed treatment. I remain at high risk for another recurrence and even with insurance, this kind of diagnosis it's very costly. Luckily, I can fall back on the value of my home if need be. It provides me with peace of mind and hard fought financial freedom but not if I live on an unsellable and devalued home because a train platform may run through it.

That's my specific circumstance but these kinds of practical realities exist for every single household along these residential streets and it would make it a huge struggle for my community in my neighborhood. So please do what is right by the people of West Seattle, all of these families. We deserve a turn all just as much as every other neighborhood that just got on. Thank you.]

Communication ID: 347642

Name: Janice Hendrickson

Comment:

Just wanted to let you know that we (my husband and I) are opposed to the light rail plan of having the elevated rail come down 41st Ave. SW, as this is our street and we have lived here over 38 years. As we are well passed retirement, it would be a massive inconvenience to have to find new housing and uproot us from the home both of our kids grew up in. We are for a tunnel, which would be a lot less disruptive to our entire neighborhood and allow all of us to stay in our homes.

Thank you.

Janice Hendrickson

Communication ID: 347660

Name: Mark Schletty

Comment:

Tunnel option in West Seattle only acceptable option.

Communication ID: 347673

Name: Shirley Lindberg

Comment:

I have concerns about the elevated lines that are proposed in West Seattle due to the curves that are anticipated to get to the Junction Station. The noise from the curves on the current light rail line have caused issues in an area that is over an industrial area. Sound Transit has had to mitigate the noise in that area. Imagine that in an area that is much more densely populated. Indeed, the specific area for the elevated line in West Seattle is part of the newly increased

density zoning by the City of Seattle. A tunnel into West Seattle would eliminate that issue for the quality of life for the individuals who live, work and visit this area. Thank you for your consideration.

Communication ID: 347682

Name: Steve Pritchard

Comment:

Hi folks. Thank you for sharing the information you have on the light rail coming to West Seattle. My comment would be to encourage you all to continue exploring the "red" and "blue" options. As a resident along 41st Ave. (between Alaska and Edmunds) I am curious how the tunnel will affect the surface run of the road, businesses and residences along 41st.

Communication ID: 347683

Name: Ralph Naess

Comment:

To preserve the integrity of West Seattle as an historic, business friendly neighborhood, we must find a way to tunnel into the Junction.

NO ELEVATED “monorail” structures. These structures kill businesses and neighborhoods.

The tunnel is the only acceptable option. Please select this option.

Communication ID: 347685

Name: Peter Eby

Comment:

Dear Sound Transit,

I have lived in West Seattle for 19 years. My family has grown here from 2 to 4. We loved our first home and our neighborhood so much that we moved from 42nd and Juneau to 41st and Findlay when needed more room. Our family has organized the summer block party on 41st ave between Brandon and Findlay for 9 years. Our neighborhood is a family in in the heart of Seattle. Although we fully support light rail, and wish the monorail had been completed as planned in 2009, we can't imagine the massive upheaval and negative impact that an elevated line will bring to our residential community. It would scatter our urban family like so many cherry blossom petals in the April wind.

An elevated light rail system in West Seattle is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing 120 existing households in the Junction area alone, in the middle of a housing crisis,

taking blocks of future developable, transit-oriented affordable housing off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values),

increasing noise near residences, and

creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.

We, like many other valuable urban communities deserve mass transit that keeps us together. We deserve a tunnel, like those built in Capitol and Beacon Hill.

Thank you,

Peter Eby

Communication ID: 347686

Name: Rusty Welch

Comment:

We need a tunnel in West Seattle - just like Ballard and Capitol Hill. It should also be oriented southwards at its terminus for future growth if you ever want anyone to EVER give you any more money. Alki Lumber site makes perfect sense.

Communication ID: 347687

Name: Beth Anne Patterson

Comment:

Hello. I feel that 15th Avenue NW is the appropriate street for the lightrail to operate on to and eventually thru Ballard. All things commercial already exist on 15th and lightrail will have no post construction impacts financially or esthetically to peoples lives. 14th Ave NW is almost 100% residential. Lightrail on 14th Avenue NW will destroy the neighborhood. Home values will disintegrate, people will leave and there will be two chaotic streets thru Ballard. Gemenskap park took 14 YEARS to install and it will never be visited. No one will want to live here because the street views will be of a 40 foot tall cement monster who never sleeps. Please do not consider 14th Avenue NW for lightrail to and thru Ballard.

Thank you,

Beth Anne Patterson

Communication ID: 347688

Name: Linda Thompson

Comment:

I am a West Seattle resident. I voted for and strongly support expansion of the light rail system. However, I feel it's critically important to minimize the potential negative impact on our neighborhoods. The expansion through West Seattle should be via tunnel, NOT elevated rails. Tunneling will preserve our quiet neighborhoods, while elevated rails will bring unnecessary noise pollution and significantly scar the aesthetic beauty of West Seattle. I strongly support a light rail tunnel and strongly oppose an elevated track.

Thank you for considering the views of West Seattle residents.

Linda

Communication ID: 347690

Name: Karin Hoggard

Comment:

Please consider bringing light rail as close to density as possible, away from residential areas. Bringing light rail down 41st and 42nd, shoots it straight through lots that are primarily zoned for single family homes. This will make it much more inconvenient for people living in houses and condos to access light rail. It will also displace more families, who will in turn need to find new homes.

Communication ID: 347691

Name: Joy Patman

Comment:

i hear over and over again from people all over west seattle that we want you to investigate tunneling. we do NOT want houses and neighborhoods impacted by elevated light rail scenarios.

i was in attendance at the youngstown meeting. now there's a juno one.

i believe you had one in north admiral.

one neighborhood could say something that directly contradicts another, but you need to listen to the commonalities and takeaways from each st meeting held on our peninsula. i've seen the three proposed routes coming into north delridge but LISTEN TO US AND COMMIT TO STUDYING COSTS AND FEASIBILITY OF A TUNNEL! IT MAKES THE MOST SENSE.

Communication ID: 347692

Name: Kate Christian

Comment:

If there is not money for a tunnel, then the elevated line should end at the Alaska Junction. Another route to Burien should be sought. An elevated line down 41st Ave all the way to Burien would wipe out too many houses and not allow the density that Seattle needs.

Communication ID: 347693

Name: Rob Adams

Comment:

The tunnel option is the preferred option for West Seattle.

Here's are the reasons why:

The right of way for an elevated in line in West Seattle is too narrow and in a densely populated single family home neighborhood. It appears that the path of either the ST3 representative project or the newly proposed orange line would eliminate a large number of houses at a time when housing is in high demand.

What would the impact be on traffic getting in and out of West Seattle during construction of all of the options?

How would traffic flow around the elevated section if ran down Fauntleroy and through the Alaska/Fauntleroy intersection. That is a major nexus for the West Seattle area. How many cars would this impact?

Elevated rail options appear to be at odds with the recent push for affordable housing in the West Seattle area. Either ST3 representative or the orange line would take available lots already slated for rezoning and higher density. Which one takes precedence? A tunnel would work more harmoniously with the need for density.

The purpose of the project is to connect West Seattle via light rail. Why are stops at Avalon and the Junction necessary? Can a hub be created between the two, at Fauntleroy and Alaska that allows for general access in any direction?

Connections to the south via north/south station orientation in the Junction appear to be a new consideration and ground rule for this project. Given this change in direction, have other options been studied for a sensible option for connecting to locations like Delridge, where there's a desperate need for additional transportation, White Center and Burien?

Part of the charm of West Seattle are the homes and yards around the neighborhood. What considerations are given to the visual blight created with an elevated rail, especially when it goes across several blocks and would in the line of sight of many citizen's living room or bedroom? What considerations are given to noise pollution, vibrations, and light pollution?

Loss of real estate and the lowered property values is ultimately loss of tax revenue. Does Sound Transit project the permanent decrease in real estate tax revenue to King County and Seattle when homes are removed for light rail? Is the projected loss in real estate tax revenue accounted for when calculating construction costs?

Would the electromagnetic effects of the train have an impact on bees in the area?

Communication ID: 347694

Name: Jonathan Parramore

Comment:

Please ensure the West Seattle link is below ground.

Communication ID: 347695

Name: Alyssa Walz

Comment:

Please do not move forward with an elevated light rail plan in West Seattle. Underground is the only way to services this unique neighborhood and without displacing so many homes and residents.

Communication ID: 347696

Name: Nancy Lenaburg

Comment:

Please tunnel the west Seattle station. West Seattle has 1/5 of the city's population and is already cutoff from the rest of the city. Creating an elevated line will destroy the character and disconnect it even more.

Communication ID: 347697

Name: Terence Burns

Comment:

A tunnel option into the junction at 42nd with potential for expansion south seems best because: 1) it will not slice the neighborhood in half with an elevated train, creating blight and blocking light in the junction. 2) It would allow for extension south with less disruption to the community - think long range and sustainable. 3) It would be more equitable with the routing through Capital Hill and the UW. 4) Citing station at 42nd and Alaska would place it central to higher density buildings and bus transit. 5) It is better to do this right than on the cheap. This is a 100 year decision and it should be made accordingly.

Thank you for the opportunity to comment.

Communication ID: 347698

Name: Jay Jayadev

Comment:

I would like to add comments regarding the options for the West Seattle and Ballard Link Extension. I own a condo in Lower Queen Anne, the Luxe at 500 5th Ave W, that would be affected greatly by the "5th/6th/Republican" option and that could cause a lot of problems for the building.

I would like to advocate for having one of the other alternative options ("6th/Mercer" or "5th/Harrison/Republican") to be selected so that the impact on the residences along the "5th/6th/Republican" option is reduced.

Thank you.

Communication ID: 347699

Name: Aaron Alcorn

Comment:

I fear what the large elevated structure will look like as it bisects West Seattle from Delridge to the Junction. Is this really the smartest way forward? A tunnel would be cleaner-looking, though more expensive to be sure. I suspect though that it would be worth building for the longer term. There should also be ways to expand the system south of the Junction.

Communication ID: 347700

Name: Tom Linde

Comment:

There really isn't a good urban planning reason to do elevated from the Delridge area to the Alaska junction. It's physically too massive to work without the purchase of many millions of dollars of private property - some of which is recently upscaled for density. The terrain and configuration of that section of WS DEMANDS a short tunnel. And a third, middle station at Avalon is a poor option. Save 300+ Million and keep the two stations at Delridge and AK junction and help fund the short tunnel. It's the right thing to do for every reason: Better for people moving, better for the physical space, just plain more logical. Heck, even the engineering to traverse from Pigeon Pt. to the slope to the junction area will NOT be an easy solution, with 100ft. tall pylons every 30 ft? Just do the right thing. A short tunnel.

Communication ID: 347701

Name: Sebastian Lehmann

Comment:

Why is there no option that tunnels through pigon point? That would avoid running the tracks along delridge and impacting a lot of houses.

Communication ID: 347702

Name: Mike

Comment:

Elevated line through ANY part of West Seattle, WILL COMPLETLEY DISTORT the appearance of the penisula, which is comprised of almost entirely RESIDENTIAL zones. Not only is removing homes a HORRIBLE idea (on so many levels), elevated lines will most certainly drive down home prices within eyesight of such a massive EYESORE. How many people will have their views of the city blocked? Has anyone considered the effects and consequences that elevated rail running through a NEIGHBORHOOD, will have on the PEOPLE who actually live there?

Communication ID: 347703

Name: Amy Converse

Comment:

Please BRING BACK the tunnel option! We don't want to lose our homes, schools, parks, trees, and businesses. Put it back into consideration, please!

Communication ID: 347704

Name: Summer Haskell

Comment:

I'm disappointed to hear the tunnel option in West seattle is no longer an option. It would be much less disruptive and allow entire neighborhoods to stay intact.

Communication ID: 347705

Name: Jeremy Charbonneau

Comment:

You have a ton of pissed off residents in the West Seattle area. Including the greater region that includes the Pathfinder K-8 community through which, as I understand, you're planning on bowling over. Don't go it. A tunnel just as beacon hill has is completely doable and responsible to this city for which you work.

Communication ID: 347706

Name: Shannon Howell

Comment:

Please bring back the tunnel option to be further explored. An elevated lightrail will take more houses, business, trees, and change the landscape of our whole neighborhood. Please reevaluate the tunnel option.

Communication ID: 347707

Name: Janet Fuetterer

Comment:

Extending the rail line through West Seattle via 41st Ave SW would be a disaster for the West Seattle Community. It would no longer exist as a family friendly community and would uproot many who have lived for years and raised their families and now hope to live out their final years. Having lived here since 1961 and travelled south on 509 for many years to work at the airport, I know that there has not been heavy traffic southbound in the mornings or northbound in the evening. Having said that, if you feel it is necessary to waste our taxpayer dollars , then put a tunnel underground or route the rail line along a commercial route, i.e. 35th SW, Delridge, or even 509 where not as many family residences are impacted. We do not want to live as they do in so many European, and now US, big cities surrounded by high rises and noisy trains and pollution. Please reconsider this - you are destroying beautiful Seattle!

Communication ID: 347708

Name: Paola Faggella

Comment:

This is not what we voted for and now you have proposed and made your fancy drawings to what? Ruin West Seattle.? Its a shitty thing to do tearing up our homes when we wanted this underground.

Communication ID: 347709

Name: Nathanael Nerode

Comment:

I wish to strongly support the consideration of the new alternative for Ballard service which was proposed by Dale Menchhofer.

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/#more-102551

When I'm in Seattle, the part of Ballard I'm trying to go to is around 20th Street. Unlike the other alternatives, this one would actually go to the part of Ballard I'm trying to go to. So I'd actually use it, rather than taking a taxi.

It is important for Link stations to actually go where people want to go.

Communication ID: 347710

Name: Cecelia Lehmann

Comment:

I live in Puget Ridge neighborhood on the border of Pigeon Point. My children attend Pathfinder K8 and so we spend a lot of time in the Pigeon Point neighborhood proper. And North Delridge is the neighborhood where we also spend a great deal of time in addition to exiting and entering our neighborhood most often this way. We spend times at businesses like Chelan Cafe, Ounces, Uptown Esspresso, Subway and have also used Sound Physical Therapy on delridge right at the delridge exit from WS bridge. We are very invested in our neighborhood both locally and our greater neighborhood.

I have grown very concerned about the current proposals that are being put forth by Sound Transit on the proposed West Seattle Light Rail. I have not been able to attend the meetings due to conflicts and feel the website does not adequately explain the options given. I feel that to adequately give people information there should be 3d renderings of each option. This will change neighborhoods and lives forever and it's your responsibility to make sure that it's super obvious what will happen.

That said I absolutely oppose a surface/elevated option that would cut a swath through pigeon point and most of West Seattle via elevated options. I lived in Germany for many years and have seen what a world class transit system looks like. They are able to save multi century old buildings and tunnel wherever possible to minimize disruption to community and commerce and give people the most pleasant living experience possible.

In Berlin they put the entire central railway station underground.

I would like to make sure that the "purple line" gets further consideration as I feel this will be the least disruptive to pigeon point, pathfinder k8 , North Delridge neighborhood.

While we can not freeze our neighborhoods in time I think it's important to give the highest priority to preserving quality of life for those who live here both residents and businesses.

Thank you,

Cecelia Lehmann

Communication ID: 347712

Name: Emily Dickason

Comment:

Please consider bringing the tunnel options to the table. An elevated line will destroy homes and schools and change our community for the worse. The yellow line being considered especially goes through residential neighborhoods and will wipe out these neighborhoods. A tunnel makes much more sense for the future even though it will cost more money now.

Communication ID: 347713

Name: Erin

Comment:

West Seattle resident here - per the letter from the W Seattle Chamber of Commerce, I support the development of the “purple line” as it will be the least disruptive to residents, businesses, and traffic while maximizing transit in and out of the main business core.

Communication ID: 347714

Name: Jeff Kogut

Comment:

I am in favor of a tunnel at the West Seattle Alaska Junction area. An elevated structure is a mistake we'll tear down one day just as we are doing now with the viaduct. With tunneling I'm agnostic on north-south alignment if a turn south can be part of future construction.

A future raised guideway paralleling California heading south would be a further insult.

I live in the Seaview neighborhood on 45th.

Communication ID: 347715

Name: Connie Parsons

Comment:

West Seattle wants a tunnel. This is a hundred year project and ruining our neighborhood with a looming dirty piece of concrete is not acceptable. You went under every other holland a lake!!! One less stop is fine.

Communication ID: 347716

Name: Claire Fitterer

Comment:

West Seattle needs a tunnel. All 4 other neighborhoods were offered and given this option. Also consider the loss in potential housing from the recent decision to rezone for high density housing. West Seattle is a huge tourist draw for the city with Alki and Lincoln Park to only name a few. A raised track would be a terrible eyesore. It would change the entire feel of WS. I would hate to have to look at it from my house. People losing their houses to this is heartbreaking. It's hard enough to own a home here. A tunnel or nothing. This is going to take so long anyway. It's ridiculous. I love West Seattle and raising our children here. Don't destroy West Seattle!

Communication ID: 347717

Name: Amy Hoffman

Comment:

Please consider a tunnel rather than ripping out homes and neighborhoods with an above ground rail line. The rail line is not in the best interest of families, children's, schools and homes in this dense neighborhood area.

Communication ID: 347718

Name: Alexandra Thompson

Comment:

I can't believe you would consider disrupting a vibrant Seattle community by putting the rails above ground. The Roosevelt neighborhood got to have their rails underground. What makes them better than the West Seattle folks. We are home to active and engaged citizens and have rights to keep our community together. Find the money to put Light Rail through a tunnel.

Communication ID: 347719

Name: Annie Stilts

Comment:

Please. The tunnel is the only option that will preserve West Seattle's social character.

Communication ID: 347720

Name: Sarah Boye

Comment:

I urge you to reconsider the tunnel option in West Seattle, and move that option forward into the next round of planning. As a Seattle resident who is helping to pay for the cost of this project, I will be very disappointed if the current plan moves forward, eliminating green spaces and homes from our neighborhood. While the tunnel option may be more expensive, it allows our neighborhood to stay in tact, our neighbors to remain in their homes, our sidewalks to connect our community, and our green spaces to remain a vibrant and unique Pacific Northwest space for kids to play and explore.

Please continue to explore the tunnel option brought forward by the residents of this community

Communication ID: 347721

Name: Alyssa Skinner

Comment:

Please commit to building a tunnel light rail system in West Seattle that is sustainable and benefits residents and visitors. A tunnel is a much better solution for the long term. Please help preserve the homes of people and families as well as the environmental impact an above ground system would have.

Communication ID: 347722

Name: Allison Peters

Comment:

I am a homeowner in West Seattle and voted for ST3, but now have several concerns with the change in alignment plans and future expansion plans. If the proposed changes would have been on the ballot, I would have voted no.

The options presented are tunneling or an elevated line. I have read in several locations that tunneling will not be financially viable. Is this true? If so, why present it as an option? The only elevated line presented runs right through a neighborhood with expansion plans continuing to bifurcate a residential area. To my knowledge, other metro transit plans have never run down the center of a residential street resulting in the dislocation of several residents or a significant devaluation of their property. Future expansion plans that would go down 41st would likely face huge challenges making the process even costlier and potentially unable to move forward. If cost is the primary factor, then it's necessary to look ahead to future expansion plans. Seattle is notorious for having projects killed by NIMBY and I fear this would be no different.

Tunneling increases the project cost significantly, but what are the costs associated with: eminent domain, loss of potential usage of the land, loss of property value and the associated property taxes that are a main source of income for the state? I have traveled extensively and every city I've been to with a healthy public transit has subway systems. This allows neighborhoods to remain accessible and attractive for visitors, potential buyers, current homeowner and investors. Elevated lines only increase accessibility while decreasing the value of everything else that makes it a healthy, desirable community to live in. An elevated line that runs from the Alaska Junction all the way to Burien makes no sense geographically or logistically given the amount of directional changes it would need to make. If (and it's a strong if) the goal is to someday connect Seattle with Burien for better regional transit, then the most sensible line would be the straight shot through Delridge. Otherwise, the project faces a gargantuan challenge from residents and NIMBY given the amount of criss-crossing the line would have to do through residential neighborhoods.

While you have to focus on the current plan now and the costs associated with THIS plan, it would be wise to consider the likelihood of future expansions or the lack thereof. I would support tunneling first. I would also support the elevated line ending in the Alaska Junction and/or a future expansion that connects Burien to Seattle via Delridge and then having a more robust local shuttle system around West Seattle that connects to a Delridge station. I will oppose an elevated line that runs down 41st and will contact representatives frequently to make that known if that's what ends up getting decided on.

Communication ID: 347724

Name: Kimberly Valadez

Comment:

My special needs son attends pathfinder k-8.

He has a aversion to loud sounds. Trains, etc. hurt his ears since he hears things amplified more than the typical person. Running above ground link in close proximity to his school will be excruciating on his ears. The place where he gets crucial help and learning will transition into a painful experience for him. How will he be able to learn anything with noise screeching by every 12-15 minutes or less. This CANT happen. The link belongs underground

Communication ID: 347725

Name: Anonymous

Comment:

Making single-purpose above ground stations is shortsighted and wasteful. We already know that single-family residential zoning is incredibly inefficient from a land use perspective, and using land for a station that's nothing but a station is even worse. We need to be thinking about using the station areas more wisely so that the community isn't just losing land to a station, but gaining more than what it has now. Please look at Vancouver's Main Street Station for a great example of how much more we can do with a station: https://www.emporis.com/images/details/162091/exterior-rising-around-the-main-street-skytrain-station-just-follow-arrow

This would be a wonderful way to add affordable housing right at the station(s) at the same time, and could also include retail and other amenities the community needs. The Delridge Station will be above ground no matter what, so we need to make sure we're using the footprint to it's best possible use- not just a train station.

Communication ID: 347726

Name: Micaline Pierce

Comment:

Hello,

I am excited about the prospect of light rail coming to West Seattle, but I am strongly against having a raised rail through to the Alaska Junction. I fear the raised line will have too many negative impacts on the neighborhood. I very much support the tunnel option and hope Sound Transit will make the right choice to move forward with a tunnel for the West Seattle line. Please consider this better option! Thank you.

Communication ID: 347727

Name: Hollie Holliday

Comment:

We need to have a tunnel near Pathfinder school and the surrounding area. Part of the reason we moved to this neighborhood and bought a brand new house was to be in pathfinders geozone. This is extremely concerning to me.

Communication ID: 347850

Name: Spencer Goldberg

Comment:

Preferred route would be West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel.

Preferred station in West Seattle would be 42nd Ave.

Reasons:

Less perceived impact and disturbance with sub-surface construction

Fewer visual obstructions

Land and real-estate required for above-ground stations and track can be left untouched and earmarked for future community growth

Fewer impacts on the environment

Yes, the tunnel option has the perceived ability to impact trade and water-business, but these establishments are much better suited to handle the impact of the construction than homeowners, small-business owners, and communities directly impacted by the above-ground construction. Having just lived in Pioneer Square during phase 1 of the streetcar construction, I would argue the repercussions of impacting and displacing local community members and small businesses will be far greater than the impact to the commercial businesses along the waterfront. Yes this city needs industry and trade, but it needs the health and vibrancy of fully established and mature communities. The downtown area is already being hit quite hard with viaduct and streetcar construction; let's not make other boroughs suffer the same fate.

Communication ID: 348069

Name: Karen Miller

Comment:

I would much rather see a tunnel built at extra cost than any of the other alternatives. I think this would best preserve the character of West Seattle, while reducing the impacts on neighborhoods. In the long run this will serve the community better.

Communication ID: 348071

Name: John Blincoe

Comment:

Please support the tunnel option. Think of future generations, and think about the displacement of families and households. Running an elevated rail down 41st south of Alaska Way is a monumentally bad idea. All the houses along there will need to be destroyed. This of the waste, as many of those homes are relatively new, and think about the loss of history, as many are also from the 1920's. Thank you.

Communication ID: 348371

Name: Mayanna Bean

Comment:

Please consider the tunnel option!

Communication ID: 348372

Name: James Borchers

Comment:

There should be a light rail extension through West Seattle to White Center!

Communication ID: 348375

Name: Johanna Hanft

Comment:

Please do not do a raised track for a light rail to West seattle. This area is too densely populated and it would be a blight on our beautiful neighborhood. We need a tunnel and the community is willing to wait longer if that's what it takes.

Communication ID: 348377

Name: Angela Gurney

Comment:

A tunnel underneath pigeon point is more desirable and will have less impact on existing west seattle neighborhoods than an elevated tunnel.

Communication ID: 348378

Name: Alaina Lewis

Comment:

The light rail should be a tunnel. Anything else will ruin West Seattle

Communication ID: 348380

Name: Nicole McCullough

Comment:

The elevated platform is a horrible idea to the beautiful area of West Seattle. Can we please look at the noise pollution, the eye sores the area needs a tunnel!

Communication ID: 348382

Name: Penny Van Kirk

Comment:

I'm in favor of mass transit and the Seattle light rail expansions to Ballard and West Seattle. I also want to make sure the planning and development occurs in a manner that helps preserve the quality of life in our city for future and current residents.

I'm highly concerned about the impact of the Light Rail routes in West Seattle as proposed in ST3. Particularly, the placement and impacts of the Yellow Line.

Removal of a substantial amount of housing in the midst of an affordable housing crisis

The safety issues in placing the light rail near several schools in the Alaska Junction Neighborhood : Holy Rosary, Seattle Lutheran, Hope Lutheran, & West Seattle Christian

The financial and human cost of placing two light rail stations within close proximity. Shouldn't the station on Avalon be enough?

-Lack of space/ routes for future expansions. How can we minimize further disruptions for future southward light rail expansions?

-West Seattle has many arterial streets available for light rail routes, why turn a residential street into another thorough fair?

And these concerns don't even address the impact of the yellow line through other West Seattle Neighborhoods.

I request that the board move ahead with the EIS statements for the Purple/ Tunnel option. I realize that this option will no doubt be more financial expensive but it will preserve land for residences, businesses, and open space.

Communication ID: 348383

Name: Sandy Obuck

Comment:

I don't understand why the running the light rail down Fauntleroy wouldn't be the most viable option? This is only a few blocks from the Alaska/California Junction.

Going only 2 blocks west on 41st will displace dozens of people in Phase 1 and hundreds of people if the line were extended. It will also very negatively impact the neighborhood where people's homes are not purchased by Sound Transit, potentially devastating the value of these homes with no compensation offered for this impact. This seems crazy.

Also did anyone actually vote for a line going south? This is another argument for building only an east/west station, based on the representative drawing, which I believe is what most people actually voted for.

Communication ID: 348385

Name: AJ Rumbaugh

Comment:

In order to minimize the negative impact on neighborhoods and the people of West Seattle (who are paying for this) the only option that should be considered should be the underground option. The above ground option will take out needed housing and destroy neighborhoods.

Communication ID: 348387

Name: Jamie Cooke

Comment:

I have reviewed the proposal for the light rail stations in West Seattle. I greatly believe that the tunnel version will be best for all stakeholders in the future. We should not opt for a "cheaper" elevated light rail that is inferior. As my parents always told me, it is better to invest in something that will, in the long run, make you more happy. Do what is best and please invest in the tunnel option.

Kindest regards,

Jamie Cooke

Communication ID: 348395

Name: Ryan Avery

Comment:

If you intend to head south in West Seattle, I think it should be underground despite the increased cost. Elevated may be cheaper but will have far more significant neighborhood impacts.

Communication ID: 348400

Name: Annie Stilts

Comment:

I wasn't sure if my comment went through. When I clicked "submit" my comments just disappeared where all the other fields remained the same. So here it is again. Please do the tunnel option. My house is one of the houses that may be affected by an aobove ground train. It will forever change WS for the worse. I'm a 4th generation west Seattle resident.

Communication ID: 348402

Name: David Elliott

Comment:

Tunnel, please!

If it's good enough for UW and CapHill, it'll for us, too.

Our hills are higher, anyway.

Why do you want to rip up the streets to do this?

Communication ID: 348403

Name: Rob Chateauneuf

Comment:

I support the tunnel alternatives for West Seattle. I think we will definitely need Avalon station. I also think the 42nd Junction station is the best alternative.

Communication ID: 348404

Name: Connor Toth

Comment:

Elevated track through West Seattle, Tunnel to Ballard. I agree with all of the elevated alignments for West Seattle.

When it comes to Ballard, I prefer tunnel to a 15th Ave NW Station over a 14th Ave NW Station. Better than both, however, would be a station that actually serves the density of Ballard with a 20th Ave NW Station!

Communication ID: 348407

Name: Elizabeth Russell

Comment:

I think that the option should be chosen that has the least impact to the environment (the Duwamish Greenbelt) and the historic Alaska Junction district. I also think that we should think long-term about efficient expansion. Because of that, I think the tunnel option is best even though it will be more expensive. I'd be interested to know about earthquake safety planning and how that affects the different models; I haven't seen any discussion of that so far.

We really need to consider alternative funding models for this. Why should it be only individual taxpayers footing the bill and not the large businesses in our area such as Amazon, Microsoft, Boeing, etc. that will greatly benefit from this infrastructure for their employees?

Communication ID: 348408

Name: Mitch Monetti

Comment:

I am appalled that ST can still be entertaining an above ground option in planning the West Seattle Junction portion of the new light rail. Please listen to the community and figure the tunnel out! Also, unless I am missing something, sending it south on Fauntleroy made so much more sense that shoving it up 3,4 or 5 blocks up towards the junction.

There could be a trolley or similar to connect a Fauntleroy station up to the junction for instance. Figure your finances out, build the tunnel and please leave the neighborhood as intact as possible. The junction is one of the few chill joints left in the city-don't rip it's guts out !

Communication ID: 348410

Name: Sarah Mullican

Comment:

Hello,

I own a condo at the 909 5th Avenue (5th & Madison) property. I do not wish for the Sound Transit station to occupy my building's plaza. I am very concerned about the plan to remove storage and parking access in my building which would reduce the value of my condo substantially. Not to mention that this construction may disrupt critical systems or even the safety of my condo building over a period of several years.

While I am glad to have convenient access to transportation in the city, I strongly recommend that the Sound Transit project team consider alternatives that will not require disruption to private homes. There are many office buildings in the city that would benefit from increased traffic from a transit station on site and would see property values increase, not decrease as is likely with reduced amenities and disruptions at a private residence.

Thank you,

Sarah Mullican

Communication ID: 348412

Name: M Flynn

Comment:

Why is the light rail not going all the way into the Junction at California and Alaska? Why doesn't the light rail from West Seattle go closer to the ballparks -- in between them would be perfect. Why doesn't the light rail go down 35th SW in West Seattle like the first (and best) monorail suggestion made way back in the 90s? Will seniors be able to opt out of paying taxes for it?

Also... if this won't be built until 2030, maybe it shouldn't be started? By 2030, autonomous vehicles and car sharing may just make this an expensive project that won't be necessary. Take a look at some of the technology that exists now. The only advantage of rail is that it should be weatherproof.

Communication ID: 348413

Name: Rieko Tsukagoshi

Comment:

West Seattle is getting very crowded. West Seattle deserves a tunnel just like Beacon Hill and U District. Please do not ruin our beautiful landscape in West Seattle!

Communication ID: 348421

Name: Steve Pritchard

Comment:

What is unclear to me (and perhaps because it is not yet clearly understood) is where would ST be staging itself that will demolish additional residences and businesses? Are we talking about staging in the Alaska Junction area itself? Two to three acres of land for a staging ground is a large portion of the Junction.

Also, with the tunnel method, will you be ripping up the surface streets and then covering them up? Safeway in Jefferson Square has its primarily load dock on 41st Ave. and if the street is unusable, how will Safeway continue to operate?

Communication ID: 348428

Name: Junction Resident

Comment:

First, you should be upfront about how you will or will not use my data. I'm not providing my name or email address because there is no indication anywhere on this page regarding how my personal information will be handled. Second, you will hear and read many comments about a tunnel for West Seattle. Voters approved ST3 as an elevated line for West Seattle. You did NOT provide voters with a tunnel option on a ballot. You are obligated to either do a tunnel (as it is equal to or better than elevated) or give voters the opportunity to vote on a tunnel. You are disingenuous if you tell the public something along the lines of, "the public voted for an elevated line so that's what we are giving them." ST already misled the public on the car tab tax. Stop pushing your agenda on us and actually listen to what we want.

Communication ID: 348429

Name: Matthew LInd

Comment:

I believe the West Seattle line should be underground/tunnel as much as possible. Thank you.

Communication ID: 348454

Name: Christine Tobin-Presser

Comment:

An elevated line will decimate all of the features that make West Seattle Junction and the surrounding area desirable areas to work, live and play. Years of planning for an inviting, walkable center will be destroyed by a noisy, industrial unsightly track/train. Please take the additional time to obtain the funding to proceed with a tunnel that will enhance, rather than destroy, West Seattle.

Communication ID: 348455

Name: Grace

Comment:

Hello,

Please DO NOT build an elevated light rail through West Seattle! There is enough congestion in the area that we do not need construction that could potentially impact our roads in the area.

We also do not want to see these elevated tracks in our neighborhood! And do not want the additional noise pollution.

Thanks for your consideration!

Grace

Communication ID: 348456

Name: Kenyon Meleney

Comment:

A drawbridge is completely unacceptable: we need reliable transit that doesn't have to stop for other traffic (speaking of which, why does Link stop at stop lights on MLK?). A station on 14th is completely unacceptable: 14th is nowhere near the center of the Ballard urban village. 15th is closer, but still too far as far as I'm concerned. It's my understanding that 14th or 15th are preferred alternatives because of cost. An alignment that runs east of the BNSF tracks, then crosses over the rail yard, descending into a tunnel along a hill west of Fisherman's terminal. This alignment is cheaper than other tunnel alternatives because it's significantly shorter. This alignment will also be cheaper when it comes to cost per rider: 20th will have an immensely larger walkshed and higher ridership. More details can be found here: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/ Please consider this option as this station will effect the future of our city.

Communication ID: 348457

Name: Charles Comfort

Comment:

Select the bored tunnel option where feasible and it would seem that a station stop between Seattle Center Campus and the new arena would be more convenient for most folks, unless the numbers say that an overwhelming majority of folks will be attending arena events vs campus events. In that case, the station stop on the west side of the arena would be more favorable. Highlight the schedule and cost differences in West Seattle for bored tunnel vs elevated in more depth as the numbers get more refined. Is it a delay of months vs years? Several millions vs tens to hundreds of millions? Make transfers to the other LINK lines as painless as possible. Don't forget that folks from the airport(s) will be traveling with luggage. I would consider the SeaTac Airport walk almost an upper limit on walk distance for a transfer. Glad to see that a shuttle cart was put in to transport folks that need it from baggage claim out to the mezzanine. Maybe consider moving walkways for the Westlake/International District transfer points if the walk distance is excessive. At one point there was consideration for a tunnel for LINK to Sounder at ID Station, and that should still be in play. Work with Metro, Pierce and CT to start orienting bus fleets toward better luggage storage, particularly for routes that feed light rail stations.

Communication ID: 348458

Name: Lillian Lane

Comment:

The purple line needs to be studied as part of EIS

West Seattle needs a tunnel like all the other neighborhoods

The Delridge station needs to be relocated from where it is placed in the Blue and Orange routes to avoid displacing the neighborhood

Scoping and evaluation of all routes needs to study: noise and pollution impacts on residents both during construction and after; displacement of residents; visual impacts

The community engagement in this process is a facade. The people most impacted only became aware of the project in the last few months, after many decisions were already made. ST's outreach was insufficient and the planning needs to slow down to allow for the people of West Seattle to have a voice.

Get this done right, not half-assed just so it comes in on time and budget

Communication ID: 348459

Name: Jason R

Comment:

For perspective, I'm coming from California and Andover, and I think one of the more compelling arguments I've heard came from this comment: https://seattletransitblog.com/2019/03/26/a-better-elevated-option-in-west-seattle/#comment-819789

It's a very interesting alternative. I really like the idea of a cable-pulled driverless, light weight shuttle that runs on a track (aka gondola).

I think everyone's pipe dream is a tunnel, but I just don't see it working out, and I think people need to take it off their list of expectations. I won't go into details about why the tunnel shouldn't happen. Instead, let's consider the above suggestion:

I know that ST isn't in the business of building gondolas and politically I have no idea if the solution is 'light rail or bust', but I'd like to think that we're considering all the right possibilities for our region.

Investing in stations that have the ability to connect South towards Burien for a future project, and East towards downtown Seattle should be the priority. Trying to get the light rail to go all the way up to Alaska Junction with limited connectivity options doesn't seem like the right choice. I would much favor an option that puts the stop in a location good for future connectivity, and then utilize a system mentioned above to traverse through West Seattle.

I think the light rail should be the backbone of the rail infrastructure. Taking people from the major areas to one another.

Using a gondola for moving people from a rail station further away to the junction is interesting because it's always running, requires no drivers, has predictable time tables, and has a low amount of noise.

ST isn't in the business of alternative transit options and I realize that a gondola thing would have to be an entirely new project; I would realistically say that the likelihood of that happening is almost none, though it's what I would prefer.

I guess my thoughts are just that we should consider the options with the best connectivity/infrastructure potential.

Though an old article, and I'm sure all the ST reps know what's happening more than me, the Alaska Junction seems to be in a situation where it's going to change whether people want it to or not: https://westseattleblog.com/2018/03/new-cloud-over-west-seattle-junctions-free-parking-lots-big-tax-jump-big-rent-jump/

More events are happening asking locals to donate to the WSJA to help pay for rising costs. If the light rail is pushed into the Alaska Junction, what is going to happen to all the businesses that bring people there? The WSJA just had a

recent survey asking people about why they come to the junction with the results published here: https://cdn.westseattleblog.com/blog/wp-content/uploads/2019/03/junctionvisitorsurvey2019.pdf

If the majority of people are coming there for 'the atmosphere and feel', and the light rail system is going to disrupt that, then you're significantly changing the primary reason why people head there, thus causing more disruption than intended and having an adverse affect on the overall situation.

Let's just pick the option with the best infrastructure possibilities.

Communication ID: 348461

Name: Yana Dieringer

Comment:

We live in 4120 37th Ave SW. We strongly oppose the "Yellow Line" option for the following reasons:

We saw similar set-ups of the elevated rail/train transit systems in Seattle and other cities - the surrounding areas are always noisy, full of trash, dirty, and prone to crime. The look, the noise, and the unsafe environment will destroy the neighborhood feel of this area.

2) Building elevated light-rail is short-sighted and will not be sustainable long-term. Once expansion goes south - more homes, neighborhoods will be destroyed. There will be more opposition from other neighborhoods. (The Blue Line option for the underground tunnel would address these concerns long-term).

3) There is an existing housing shortage in Seattle. By destroying houses and developable land you are reducing already limited inventory of houses in Seattle.

4) The Yellow Line option will negatively impact our property value as we would be only several houses away from the elevated light rail. Having a child I understand that this house will become unsuitable to raise a child. This will be a big turnoff for other young families if we decide to sell our house.

Communication ID: 348463

Name: Pat Bako

Comment:

Hi there,

I strongly suggest that any transfers from the line from the airport, take place at the international district, and that you keep the current line continuing from at least the airport to Westlake center. Please! Also, any transfers should take place on level ground. Please!

Thank you,

Pat

Communication ID: 348465

Name: Celeste` Delostrinos

Comment:

A tunnel through West Seattle is the only way to preserve generations of families, home values, quality of life, and magnificent views in this neighborhood. City and state officials got rid of the Alaskan Way viaduct for exactly the same reasons that an overhead rail line should NOT be built. Similarly, the reasons for opting for the Hwy. 99 tunnel are the same for constructing a tunnel through West Seattle. The lives of the people affected by this project should be the primary concern.

Any proposed extension of the rail line to Burien should run along Delridge Way and White Center in order to stimulate the economies of the neighborhoods in those areas. There's no need to disrupt the existing vibrant communities in West Seattle.

Communication ID: 348466

Name: Daniel Taylor

Comment:

I think the above ground station option would overwhelm the scale and intimacy of the WS Junction which has to some degree been violated by recent apartment building projects.

I favor as much underground construction as is technically achievable. I like the idea of a parallel bridge to the current bridge.

Communication ID: 348467

Name: Jenny Chapman

Comment:

I have been a West Seattle resident since 1979. California Avenue between Oregon and Edmunds is the heart and soul of West Seattle. Providing a station on 44th will help to ensure the vitality of the commercial district for the next 100 years, drawing commuters right to the heart of the neighborhood. A station at 41st or 42nd draws energy away from the commercial core.

The station should be tunneled regardless of cost. Please look carefully at the Rockridge Bart Station in Oakland California, as an example to be avoided.

Thanks for the chance to share input. And thank you so much for all of your hard work; I know these projects take years of dedication with little recognition, and massive public crankiness. Keep going! Keep going! Keep going! See you on the Link!

Communication ID: 348469

Name: Jennifer Langston

Comment:

Please reconsider extending light rail to 65th St./Ballard and 85th St./Crown Hill. The current design leaves most of Northwest Seattle and Shoreline with zero light rail options and will make it difficult for high school students coming from Magnolia and points south to get to Ballard High School This is shortsighted and will create a black hole of rail accessibility for decades and generations into the future. Thank you.

Communication ID: 348470

Name: Logan Jones

Comment:

The tunnel alternative is the best approach to aim for. Having the new lines unimpeded by surface traffic should be a priority.

Communication ID: 348474

Name: Amie Marston

Comment:

Please, please, PLEASE include park and rides at route access points. If light rail is not within walking distance from my house or daughter's school, and has no parking facilities, I will never use it. I think this is a HUGE miss on all light rail stations built to date.

As for tunnel or elevated I just want the cheapest, fastest and safest option.

Communication ID: 348477

Name: Amie Marston

Comment:

Please, please, PLEASE include park and rides at route access points. If light rail is not within walking distance from my house or daughter's school, and has no parking facilities, I will never use it. I think this is a HUGE miss on all light rail stations built to date.

As for tunnel or elevated I just want the cheapest, fastest and safest option.

Communication ID: 348479

Name: John Woods

Comment:

I know it's expensive, but West Seattle needs a tunnel. I was against the downtown tunnel, but now that I've traveled in the tunnel, I see why we need it. West Seattle would be constantly disturbed by the noise of an elevated train right next to everyone's expensive apartment. The cost and delay will be paid off by a dividend that would last "forever"

Communication ID: 348482

Name: Michael Kopp

Comment:

Thank you for the opportunity to comment on the proposed midtown section of the West Seattle-Ballard Link Light Rail Line.

While I am a strong proponent of the Puget Sound region's need for an extensive light rail network I am also a unit owner at the 5thand Madison Condominium Building (909 5thAvenue, Seattle, WA 98164) located between Madison and Marion.

In reviewing the ST website and speaking with an attendee of the February 21stSound Transit public midtown meeting the location alternatives and design scope (footprint) of the midtown station have not been generated.However, the attendee was told ST plans elevator only access to the midtown station along the lines of the current Beacon Hill Station.

The proposed 5thAve route and midtown station with elevator only access (requiring a large footprint to house the elevator equipment) between Madison and Marion would have a dramatic negative impact on the 5thand Madison condominium property (5M) and residents through:

5-6 years of construction traffic, noise, and dirt

Access to/from the station potentially requiring condemnation of the 5M parking garage and/or open park plaza between 5M and the 901 5thAve office building

Significant loss of property value to 5M owners through the loss of dedicated underground parking and storage

Where would the owners of 5M park vehicles if displaced—further loss of value through loss of convenient access

Loss of public open space and loss of views for several floors of 5M owners if station access was in the plaza adjoining 5M and 901

Engineering challenge of insuring the supporting foundation of****5M is not compromised

Likelihood the area around the station will attract panhandlers and overnight transients

Likely adverse impact on already extremely heavy traffic on 5thAvenue

Construction causing reroutes and delays

5M owners and office building car commuters currently exit the parking garage on Marion (easy access to 5thAve, I-5 and 6thAve or Madison (easy access to Madison and 4thAve)

if displaced to another unspecified parking structure in addition to the offsite inconvenience the likelihood of additional impact on already congested downtown traffic

While Sound Transit estimates the cost of the 6thAve route alternative to cost $ 400 million over the 5thAve route the 6thAve route with a midtown station benefits from being a better nexus to 1stHill, the Convention Center, the downtown retail core, several new large high rise office buildings (1301 5thAve, 1201 2ndAve), two new residential towers (1114 Hubbell), and Capitol Hill (via Freeway Park) when compared to a 5thAve midtown station.There appear to be a number of viable station alternatives along 6thAve; (6thand Union, 6thand University, 6thand Marion).

If ST opts for a route underneath 5thAve, alternative locations off of the block between Madison and Marion would be the block between the Seneca and Madison (Olympic Parking Garage, Central Library, Federal Appeals Courthouse Open Area), or the block between Marion and Columbia the 800 Building (800 5thAve).Alternatively, the current Bartells location at 4thand Madison should be considered.

As ST goes through the EIS process it is extremely important for ST to consider the significant potential negative impacts of the route and location/design of the midtown station on 5M resident owners.

Sincerely,

Michael Kopp

909 5thAvenue

Unit 2403

Seattle, WA98164

Communication ID: 348483

Name: Carol Wagener

Comment:

To be honest.... I get lost trying to understand all the documents and visualizations on this website.... it's a lot of information! So, just generally speaking, it seems to me that IF a tunnel is any kind of option, or partial option, that is what I would prefer. It may be more expensive to build initially, but it seems to me it would be great to have as much of the system as possible "out of the elements" of rain, sleet, snow and hot days that seem to be on the upswing. It seems less maintenance would be required and when it was required, could be done regardless of the weather. This feature of easy access would make future costs less it seems, thus offsetting initial higher costs....so that maybe in the long view tunnels would actually be cheaper. Also, a below ground system would likely be more quiet, so noise pollution would not be a big issue. It's also nice for riders to be able to wait for the train in a tunnel.... out of the aforementioned "elements".

Communication ID: 348487

Name: Donna Cooper

Comment:

The tunnel version of the plan (West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel, indicated in blue on the map/illustration) gets my vote. Tunneling is the least intrusive to views and to West Seattle/Alaska Junction pedestrian and vehicle traffic. Initial costs are more expensive than the elevated option(s) and construction will be inconvenient, but all construction options are inconvenient. After years of infighting and complaining, we are finally removing the eyesore that is/was the Alaskan Way Viaduct. Regarding the proposed rail extension, why not bite the bullet now and do it right the first time. This time let's avoid letting a city like Atlanta end up with the more modern public transportation system while Seattle struggles to catch up. Let's not repeat history by being pennywise and pound foolish, short-sighted, and stagnant. As time passes, construction costs increase, they never decrease.

Communication ID: 348488

Name: Glenda Weibel

Comment:

I support the tunnel option.

Communication ID: 348489

Name: Frances M Rice

Comment:

Hello,

As a lifelong Seattle resident and a home owner in West Seattle since 1974 I would like to comment on the Sound Transit proposal of elevated light rail from downtown to the West Seattle Junction. I was reviewing the list of reasons given to tear down the viaduct. Other than the danger to collapse in an earthquake why would not the many other reasons the city used to go ahead and build a tunnel fit in this situation as well.

An elevated rail would:

1. Disrupt integrated neighborhoods. The reasons why people have been flocking to WS to live here is because of the community and its neighborhoods. The rail lines as proposed would geographically make arbitrary divisions in established neighborhoods.

2. Increase noise pollution.

3. Potentially Increase crime under the elevated lines. As we have seen in many areas around the city recently crime finds its way into isolated areas which is what an elevated line would create.

I know there are monetary concerns about all of Seattle's transportation issues. However it is my opinion that this hastilyproposed solution of elevated rails would adversely impact my neighborhood simply because of the cost. If we plan for it, an underground rail solution would be beneficial for the future generations living in West Seattle.

I hope you will take my opinion under consideration.

Thank you,

Frances M. Rice

Communication ID: 348490

Name: Janice Stroh

Comment:

March 14th 2019

Thank you for verifying April 2nd as the last date for your receipt of comment related to light rail alignments in West Seattle during a phone conversation with you this morning.

In the North Delridge community of Youngstown light rail alignment need not be established at the expense of displacing multiple households.

A far less damaging alignment is suggested along the Andover Street corridor between Delridge Way and Avalon Way as previously proposed by the monorail project. A station located between these two transit corridors, both of which will eventually provide Rapid Ride service, and in a location better suited to the scale of light rail infrastructure could become a landmark of favored mobility redefining community identity. In addition, the cost comparison between the Ando\ter alignment and that along Genesee Street is not insignificant especially when tunnel options are included in such estimates. An aerial view of the Andover alignment and a cost comparison is enclosed.

The development of transportation options sensitive to the needs of growing regional populations necessarily depend upon the specifics of designed-in characteristics. These specifics must enrich rather then degrade local environments. In high-density urban environments such considerations become particularly crucial in fostering human health and civic well being.

Light rail representatives present at community gatherings demonstrate the intent to address a need for improved mobility while unseen alignment and station site decision-makers have the unique opportunity to add exemplary design quality to this acknowledged necessity.

Well into the next century the quality of life experienced along these various alignments and at station sites is dependent upon insightful decisions made in our time. Absent well-informed

discernment in planning and construction detail banality too often has become the anticipated result of growth and change. Unfortunately, the anxiety that is now threading its way through the Youngstown community does not engender confidence in the light rail organization as a guardian of well considered design elements.

High-density construction of recent date in the Youngstown community establishes increasing numbers of residents who will benefit from access to light rail service. The alignments as currently proposed, however, effectively displace a significant segment of this very population.

The ironically counterproductive alignment along Genesee Street is avoidable given the existence of alignments running adjacent rather then through the Youngstown neighborhood.

In a shared decision making process the expectation of improved regional mobility informed voter approval of light rail development. Design decisions now rest in the hands of necessarily fewer individuals. It is my hope that regional light rail exceeds the expectations of all concerned becoming a well-used and iconic amenity with the enduring benefits of sensitive and engaging design.

With best wishes,

Janice M. Stroh

Communication ID: 348491

Name: Kellie Langan

Comment:

The design of the “Elevated 41st South of Alaska” proposed route will eliminate 90 – 120 residential units as calculated by Sound Transit. This is including my home (4538 41st Ave SW) This urban land set to be upzoned will be extremely negatively affected for future generations. In addition, the “Elevated 41st South of Alaska” route would be a mini-viaduct bisecting the Junction urban village. We request a tunnel similar to Capitol Hill, Beacon Hill and UW. The tunnel makes the most sense here in WS. The two proposed stations are too close to make sense.

Communication ID: 348494

Name: Steve Loeppky

Comment:

Hello,

My name is Steve Loeppky and I’m a home owner at 4411 38th Ave SW in West Seattle. The yellow line is currently slated to take away our home given the images seen on Sound Transits website. Beyond our personal impact, there

are some concerns I have that need to be addressed in the Environmental Impact Study, which is why I recommend considering the red line or a tunnel option.

Loss of land in a highly populated area of West Seattle especially given the housing crisis and potential to build in our neighborhood. We lose not only homes, but usable land for more parks and shops as well.

Is there really a need for a north/south alignment in the junction? Could the future track be carried South from a different point, like the Delridge station? If the goal is to get to Burien, this is the best route by far. I say this because if the yellow line is chosen and then carried South, the only option to carry it further is to demolish more of our vibrant neighborhood given the space necessary to build the light rail.

We also have noise concerns particularly for the health of the elderly in our neighborhood and the young both in construction of this track and when the trains are running.

The decreased property taxes and devaluation of homes in our neighborhood also need to be addressed in the EIS over a stretch of a number of years in relation to the above-ground option and the tunnel option. There's future potential to build a few homes on our lots which would lose the city money over time if the yellow/orange line is chosen over a tunnel or the red. These numbers are not reflected in any of the slides I have seen.

Thank you for considering my comments.

Steve Loeppky

Communication ID: 348496

Name: Anonymous

Comment:

The national Highway System has provided evidence that there is more bang for the buck in maintaining or expanding transportation options that already exist and diminishing returns on building new infrastructure.

West Seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen. Fewer stations, do not spend to purchase homes, tunnel this boondoggle. If you do not proceed with this route, don't be surprised when flighty Seattle votes down your funding.

Communication ID: 348497

Name: Nicholas Jenkins

Comment:

I've submitted earlier input in re: the West Seattle light rail project wherein I argued in favor of the tunnel option. **(My initial input is pasted below my name at the bottom of this email) Based on newly received information,I write to supplement that submission in re: the matter of cost. **

The principle -- if not_only_-- argument against the tunneled option is cost. We'd love to do the tunneled option, we're told, but we can't afford it. Not so. This week the State of Washington announced it was running a budget surplus thanks largely due to our thriving economy. House Democrats announced a spending plan that would increase the state budget by 19%, the highest increase since 1989. According to the Puget Sound Business Journal, we spend over a billion dollars on homelessness -- every year. We fund so-called "safe-injection sites." And I now understand King County will pay for a bail program for low-income individuals accused of criminal wrongdoing. That program will cost significantly less than the cost difference between the elevated and tunneled West Seattle light rail plans to be sure, but as I explained in my initial submission, the cost delta (a supposed but misleading $700 million) isn't terribly significant when you amortize it over the hundred-plus year life of the project. Put simply,state and local governments haveplentyof tax dollars to pay for whatever they wantand the residents of West Seattle, the_overwhelming_majority of whom want a tunneled option similar to what residents in other parts of the city received, should not be given short shrift. ** If Sound Transit can't procure some of these tax dollars for West Seattleites, it should hold off on the project until it can. **

In sum, West Seattle light rail will be in place for at least a hundred years. It must be done correctly. We can afford it. If Sound Transit thinks otherwise, it should table the project until it can.

Nick Jenkins

**I write in support of the tunneled option (blue on the renderings, so "Blueberry") and in strong opposition to either of the elevated options (red and yellow on the renderings, so "Ketchup" and "Mustard," or "KM") for the West Seattle light rail project. **

**There is no support in West Seattle for either Ketchup or Mustard. ** I've attended several of the public forums, including the February 27 scoping forum which featured some detailed renderings of what KM might look like. No one I've talked to liked KM; everyone thought either option would kill a large part of West Seattle's charm. I concur: the towering 60-70 foot columns that would run up Genessee make KM look like something out of a Jetsons cartoon. That that's a lower- to middle-income neighborhood makes it worse. One quote sticks out: "this will be done to us, not for us." Blueberry isn't perfect -- it still goes underground much further west than the community would desire -- but it's far better than KM.

**Over time, the real cost difference between Blueberry and KM should be far less than $700 million. **I understand that even SDOT insiders would prefer Blueberry but for one big item -- the supposed $700 million cost difference. I've heard a few people wonder aloud why a 1/2 mile tunnel would cost $700 million. But regardless of the cost delta in construction, it should not be a show stopper for Blueberry.

Think about property taxes -- every year. Under either Ketchup or Mustard, significantly more property values will be lowered than under Blueberry. That means lower annual property tax revenues to King County -- for every year in perpetuity. Factor that number in, and the long-term delta is significantly less than $700 million. (Assuming it is geographically possible, that argument counsels in favor of starting that tunnel even sooner than at the top of Genessee. Starting it closer to Delridge would save several hundred more properties -- and the property taxes that come with them -- along the way. That tax revenue could then be used to help finance further light rail expansion across the Puget Sound region.)

_There are ways to cut costs. _

Stop issuing building permits in areas that will be confiscated in the next decade. I understand building permits are still being granted in the northern area of Delridge, where property owners will almost certainly lose their properties to this project via eminent domain. SDOT will be forced to pay a premium for buildings that will only "live" for a small handful of years.

There may be some cost-cutting tradeoffs available. At the February 27 scoping meeting, Stephen Mak opined that "mix and match" options may be available. Perhaps that is possible here. For example, the February 27 scoping

handout shows that Ketchup or Mustard would cross Harbor Island slightly to the south of where Blueberry is currently slated. I also recall seeing that Blueberry will be more disruptive to Port business than KM. Assuming that more northern routing is the cause (a guess, I'll admit), SDOT could simply route that portion of Blueberry where KM is penciled to be routed, thereby reducing the cost to the Port. Reducing the number of underground stations from three to two is another obvious option.

**The cost difference is insignificant in the grand scheme. ** According to the Puget Sound Business Journal, the Seattle metro area spends more than $1 billion fighting homelessness. Every year. A tunnel, by contrast, is a one-time expense. Amortize the cost difference over the life of the WS light rail -- say 100 years -- and the cost difference is de minimus. Moreover, the beneficiaries of the homeless programs do not pay for the programs that benefit them. The beneficiaries of the West Seattle light rail, by contrast, _do and would _pay for light rail -- in the form of taxes and rider fees. We should at least get a product that we want -- that is, one that doesn't gut hundreds/thousands of views and the character of the neighborhoods KM would run by and over.)

KM would be a blight on a city moving toward beautification. The rest of the city is moving toward beautification (e.g., Waterfront Park replacing the viaduct). Sound Transit built light rail tunnels downtown and under Capitol Hill and will, as I understand it, also do so in Ballard. All of these tunnels were or will be built, presumably, with an least a partial eye toward aesthetic. West Seattle taxpayers presumably helped pay for those tunnels. We should not be stuck with the Jetsons on our turn.

**KM would almost certainly face a wrecking ball. **Seattle's history is littered with examples of aesthetically unpleasing projects that ultimately met the wrecking ball -- the Kingdome and the Viaduct off the top of my head. KM risks meeting the same fate. I suspect that within months/years of Ketchup or Mustard being built, locals would be working to have it removed and rebuilt underground. And if they were successful, the cost of replacement would be considerably more than it is now. This exact scenario happened in New York City in the 1960's -- for elevated trains built in the 19th century (gulp). We ought not follow NYC's lead.

In sum, SDOT should look at the WS light rail project with an eye on the big picture. When it does so Blueberry is clearly preferable to either Ketchup or Mustard. Construction costs for Blueberry may be higher, but the real cost is comparable -- arguably even cheaper in the long term when you consider property taxes -- than either Ketchup or Mustard. For these reasons I urge SDOT to adopt Blueberry as the (very) preferred option for WS light rail.

Nick Jenkins

Communication ID: 348499

Name: Fred Hammerquist

Comment:

Sound Transit,

I feel strongly that you and the various stakeholders should recommend and build the project with the best long term success. If that means a higher cost underground option I'm all for that. You only get one chance at doing this right.

Personally I prefer the underground option. The Beacon Hill and Capital Hill stations are great examples of minimal neighborhood impact with great access convenience.

Fred Hammerquist

West Seattle

Communication ID: 348500

Name: Tyler Orizotti

Comment:

To whom it may concern:

As a West Seattle resident and homeowner who voted to extend light rail to West Seattle. Please proceed with the following input:

Please use a**TUNNEL**option to extend light rail to West Seattle – other neighborhoods got tunnels and we want one too.

Please also remove unnecessary or repetitive stations such as an Avalon and Junction station – no need for both as it's walking distance.

Please do this correctly the first time – we don't want this done cheaply, but needs to be completed correctly and a tunnel is the only option to do so!

Regards,

Tyler Orizotti

West Seattle resident and homeowner

Communication ID: 348502

Name: Anonymous

Comment:

I read in the blog a couple days ago for the first time, both sides of my street could be destroyed for a elevated railroad line. So here we sit and wait. Is there an extension? When do we get to know the bulldozers are knocking down our homes? And what does this elevated railroad do to property values of the surrounding homes in its shadow? Where does it go from the WS Junction? Tunnels that don't destroy homes are under construction now from downtown to Capitol Hill to the U District and all the way to Northgate! Even Bellevue gets tunnels. West Seattle used to be 20% of the city before we added White Center. Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority

Communication ID: 348503

Name: Michael Amend

Comment:

I live at 5th & Madison condominiums and have for the past 11+ years. First, I want to say that the outreach to date for this project to our community has been virtually non-existent. Second, it is hard to provide comments on the Midtown station when there is really no information available on it to react to. There is plenty of information about is proposed for West Seattle and Ballard but nothing about downtown except for the vague map.

But I have some basic information from a neighbor who attended a public meeting/workshop. I understand that the station will be similar to Beacon Hill in that it will be accessed by high-speed elevators and not escalators. The station appears to be between Columbia and Madison, although it is worth considering what options could open up if the station was pushed north or south a block.

I do not believe anyplace in the area can accommodate a structure the size of the Beacon Hill station (above ground portion), although I assume that the Midtown station will have a lot more riders than Beacon Hill. There are three areas that I think could work, but with a different structure/size (like putting the elevator mechanicals underground).

800 5th Ave plaza area (5th and Columbia), currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner

The Sanctuary, formerly the First United Methodist Church at 5th and Marion -- would make a spectacular station

In front of the Federal Courthouse -- if placed on the Corner at 5th and Madison, it would only take a portion of the lawn area, compliment the courthouse if done in the right style, and connect with Madison BRT stop.

Incorporating a portal on our block, shared with the 901 5th building and Bartell's, would be difficult and problematic. The elevators would have to run through our garage where our parking and storage areas are located. While light rail will and should replace driving to work for an office building, it would unlikely replace owning a car for the residents of our building. Also open space is very limited in downtown, and taking any part of our plaza would be detrimental to the quality of life in the area. Any taking of our parking/storage or plaza would lower the value of our property. Speaking of which, having a subway stop on our block is also likely to reduce property values. I can't think of another Link stop that is on the same block as existing residences.

The only spot that_might_be able to accommodate the elevator portal -- but much smaller than the Beacon Hill portal -- would be on the southeast corner of the block (northwest corner of 5th and Marion). Currently this is an exit from the parking garage and the backup generator for the office building. But my guess is that there is not enough space in this area without encroaching on the access to and architectural integrity of the 901 building and the plaza.

Thank you and look forward to a productive process moving forward.

Michael Amend

909 5th Ave Unit 1204

Seattle, WA 98164

206-235-2555

Communication ID: 348504

Name: David Elliott

Comment:

If it's good enough for UW and CapHill, it's good enough for us.

TUNNEL!

david

David B. Elliott

206.226.2110

Communication ID: 348505

Name: Aaron Morton

Comment:

Hello,

I wanted to express my support for the ideas proposed here: [https://seattletransitblog.com/2019/03/21/a-better-ballard-option/]- it seems that putting the Ballard station at 20th Ave NW with the method described makes a lot of sense. Even if some of the details are actually unfeasible, the point that makes the most sense to me is putting the stop at 20th. I lived in Ballard the first two years I was in Seattle, and that spot is the nexus of the whole neighborhood.

Thank you!

Aaron Morton

Communication ID: 348506

Name: Irene & Garrett Billings

Comment:

Hi,

Please, please don't consider the above-ground option that wipes out a large swath of houses between Genesee and Fauntleroy just east of California. There must be better alternatives that don't displace so many people from homes they've put years of money and love and memories into. Tunnel would be MUCH more preferable, but if that's not feasible, an above-ground option that doesn't make my neighbors lose their homes is paramount.

Thank you,

Irene

Communication ID: 348507

Name: Kan Liang

Comment:

Hi there,

I'd like to express my concern on a possible Midtown Link Station at the location of 5th & Madison. I am a home owner at 909 5th Ave, Seattle, WA 98164. The proposed station, if built, would significantly reduce, or possibly eliminate our underground & storage area. I strongly oppose this proposal, because it would bring a huge inconvenience for us as home owners. We'd appreciate if you could listen to us, and consider other options.

Thank you.

Sincerely,

Kan Liang

909 5th Ave, Unit 1105, Seattle, WA 98164

liangkan2008@gmail.com

Communication ID: 348508

Name: Cameron Softli

Comment:

Hello,

I wanted to take time to share my opinion regarding the new light rail extensions to West Seattle. After spending a majority of our childhood in the Seattle area, my fiance and I decided to purchase a home in West Seattle a few years ago. The West Seattle neighborhood was attractive to us for many reasons: (1) proximity to downtown, (2) tight-knit, family oriented neighborhood, (3) small community feel in a large city, just to name a few.

We have both been in support of the light rail expansion over the years, however the proposed alternatives to construct an ELEVATED train continuing south on either 41st, 42nd, or 44th are unacceptable. We understand the desire/need to continue the light rail south in the future, but doing so with an elevated/above ground train would destroy any neighborhood east of Fauntleroy. Homes would be demolished that have been standing since the early 1900's, some of which should probably be considered historical in the city of Seattle. Doing so would displace 100's, if not 1,000's of families and residents who have decided to call West Seattle their home, and would ruin any sense of community feel that has been established over the last 100+ years. This would force these families to relocate and/or enter the increasingly competitive real estate market. WE DO NOT BELIEVE AN ABOVE GROUND/ELEVATED TRAIN SHOULD BE CONSIDERED AN OPTION FOR THE LIGHT RAIL EXPANSION.

If expansion of the West Seattle station should continue south in the future, we see the only viable option as an underground tunnel. An underground tunnel, such as the ones built in Capitol hill, U-district, and Beacon Hill is the only option that would keep our neighborhood and community intact.

Please weigh these points heavily as you make a decision on the future of the light rail and the future of the Seattle community as a whole.

Regards,

Cameron Softli

Communication ID: 348509

Name: Wendy Zema

Comment:

NO!! to above ground light rail in West Seattle! Ridiculous that an above ground rail system would even be a consideration through a residential neighborhood. Tunnel it as was done on Beacon Hill. I will fight this above ground option tooth and nail.

Communication ID: 348511

Name: Greg Klump, John Moe

Comment:

We live in the 5th and Madison Condominiums, Unit 504, and want this email to lodge our opposition to placing the accesses/headhouses on the plaza area between our condo and the 901 5th Ave office building.

Downtown parking is so limited we object to the project taking our parking and storage and the resulting financial loss we will experience. We hope that other options can be found to protect our storage and parking.

Thank you for your time.

Greg Klump and John Moe

206-909-4324

Communication ID: 348512

Name: Casey Condon, Martina Hauge

Comment:

Please do not put the Ballard light rail route on 14th Ave. NW. I live on that street and it is a welcome relief from the noise, exhaust and heavy traffic of 15th Ave NW.

14th ends at 65th where Ballard High School is. The route would have to divert to 15th. Much better for the rail to go straight on 15th. The East Ballard Community Association spent nearly 10 years planning and building Gemenskap (sp.?) Park between. 59th and 61st on 14th. It opened in the fall of 2018 and is enjoyed by many families. I go there at least once a day. Should the rail go in on 14th we would lose this appreciated and used park.

Please choose 15th Ave. NW for the light rail construction and route.

Martina Hauge

Sent from my iPad

Communication ID: 348513

Name: Sharon von Wolffersdorff

Comment:

After reviewing the options, I would like to put in a vote for the tunnel options to West Seattle and Ballard. Although it will take longer to complete, we've waited a very long time for this and I believe we will preserve more of the beauty of Seattle by not building the elevated option. We should take the long view and do it right, now that we're finally doing it. Thanks for the chance to comment.

Communication ID: 348514

Name: Tim Lee

Comment:

I and at least 442 other elderly residents in Chinatown support the contruction option 2 which is building the station on 5th Ave for accessibilty and shorter construction timeline.

If the station is build on 4 th Ave, It would take the elderly and disable persons to walk at least 20 minute to get to the car train. It is such a burden to the seniors and disable people.

We support the 5th Ave location.

Thank you.

Tim

Communication ID: 348515

Name: Greg Klump, John Moe

Comment:

We are amending our previous comments objecting to the WSB access and elevator under consideration for the plaza between the 5th & MADISON Condos and the office building at 909 5th Ave. Taking this location will basically eliminate the park; the owners of the condo and office building completely fund the maintenance of this park, and was permanently opened for public access. We have seen non-residents using the park, and believe the elimination of this resource will be missed.

Greg Klump and John Moe

909 5th Ave #504

Seattle WA. 98104

Communication ID: 348516

Name: Diego Martinez

Comment:

Sound Transit –

I oppose to the proposal of the construction of the midtown light rail station in 5thand Madison, specifically in the block where the 5th& Madison Condominium building is located.I am a resident and owner of a unit in this condominium building.Initially, the Sound Transit proposal located the station in the grounds of the old Court House building across the Seattle Public Library building.Recently, our community found out about the change of plans to build this in our block.Here I state the reasons why I oppose to this.

Construction noise– the construction will take between four to six years to complete.Even with noise ordinance in the city of Seattle, we know that noise starts before 7 am.The fee to get an exception and cause noise before 7 am is insignificant and even with no construction noise produced before 7 am, there are trucks bringing materials and machinery being set that cause significant noise before 7 am.Recently, in our condominium building we had to endure more than 3 years of construction right across the street for the Madison Centre office tower.Noise started around 4 to 5 am and this impacted my daily routine and significantly impacted my wife's health. We won't tolerate the construction of a light rail station right next to our building.I also lived in the Beacon Hill neighborhood during the construction of the Beacon Hill light rail station, I lived four blocks from the construction site and I could still hear noise from my apartment.

Parking garage & storage space– it was brought to our attention that the City of Seattle can seize private property and we might lose our garage spots and storage areas located underneath our condominium building.This is unacceptable.One of the top reasons why we acquired our condominium unit was the parking spot that came with the unit.The units in our condominium building are only 1 bedroom, the storage space is necessary, and we can't afford to lose it.Losing these components of our unit would significantly decrease the value of our property.Most high-end condominiums in the downtown area offer at least one parking spot.There is no compensation that could replace the convenience and benefits of having a parking spot and storage area in our unit.

There are not many residential buildings in the downtown/midtown area of our city.We found it very strange that Sound Transit is focusing in our block knowing there are plenty of locations that won't impact residential communities.We bought our unit with the intent to live in it and keep it long term.Make no mistake, we will oppose and fight Sound Transit if this proposal makes it to be their final decision. 5th& Madison is our home, our life and we will fight for the right to live there, the right for a peaceful community and the right for proper health and stress-free life.

We favor the expansion of light rail in our city, however, Sound Transit should find a location that won't impact residential communities, there are plenty of areas in the financial district that would meet this requirement.Our community encourages Sound Transit to consider other options.

Thank you for your consideration.

Diego Martinez

Communication ID: 348518

Name: Donald Mann

Comment:

I'm trying to get my mind around this. We will know in three more years the homes and property that will be affected for this stage of the system. When are you planning to tell me that you are going to extend your system down my street. Will I receive property tax relief?

Just do not understand the stress that this is causing for all my neighbors and why we have not been not reached out to personally.

I keep up with everything around these issues, but when I see on the WS Blog ST is going to buy up the houses on both sides of my street for a 60 foot tall elevated system, it was a shock. Shock me some more with the route after it goes down this street. Or does it end at

Morgan Street Junction like the monorail was going to do. On record please add me to the comments that ask for more tunnels. I would rather pay more tax to pay for that than for you to take my home with short notice. You don't even know the stress you are causing.

Communication ID: 348519

Name: Maria King

Comment:

My name is Maria King and I am a resident of West Seattle and I am calling to express my concerns about the yellow line proposal.

This proposal will be destroying and making a scar in the neighborhood of West Seattle which is right now a very vibrant family-oriented neighborhood. It's caused me concern of the numbers of homes that will be destroyed in the process and the families that will be displaced. Families who have chosen this neighborhood for its proximity to church, schools, shopping - all within walking distance. And for them to find another home with these amenities will be extremely difficult especially here in West Seattle where housing is expensive and and difficult to find.

So basically I am very much against the yellow line for that reason plus many other reasons which I won't go into right now and I'm really wanting a tunnel instead to be the option that will be used to provide the light rail link into West Seattle.

Please consider the scarring and the destruction that would occur in a very vibrant neighborhood of West Seattle. It would be a great injustice to the families living here.

Thank you.

Communication ID: 348521

Name: Robert Reynolds

Comment:

I'm writing to offer my feedback for the West Seattle options.

First of all, a tunnel (vs the elevated option) will:

greatly reduce the negative aesthetic impact in the Junction

minimize traffic disruption on Fauntleroy during construction.

provide closer proximity to bus routes on California Avenue, including the C line. This is essential for the elderly and disabled.

cause less displacement of businesses that are along the shadow of the elevated route.

Secondly, of the three station options at the Alaska Junction, we think the42nd Ave/Alaskastation is the best compromise for the following reasons:

Slope and accessibility: 42nd is a lesser climb from eastern blocks compared with the proposed 44th Ave station.

Fewer homes will be displaced at 42nd Ave than at 44th Ave.

The Jefferson Square block is sorely in need of an update, from an accessibility and aesthetic perspective. By choosing the 42nd Ave location for the tunnel stop, plenty of redesign possibilities abound at this location.

Thanks for the opportunity to provide feedback during the scoping period.

Communication ID: 348522

Name: John Schlick

Comment:

["Underground! Underground the whole way! Everything underground. No more building above ground. No more crossing tracks. No more cluster f@ck like you have in the Rainer Valley. Underground. Underground. Underground. Underground. Underground everything. Underground. Okay. Bye."]

Communication ID: 348523

Name: Roxann Malley

Comment:

This weird paging system to get to a comment page is truly confusing why not make it one click for any ST project commenting?

2)Maps seen online are unclear and are far too small to determine what will be happening.

3) I have only been able to determine through the WS Blog that there is an overhead option and a tunnel option. West Seattle should have a tunnel as do Capitol Hill and Beacon Hill. There should be no giant pilings through any streets in W. Seattle. Please stop saving money in the S. end by giving us the worst version of everything. Also, since this route seems to end in the junction, please state how people are to get to this station, as there is limited bus transportation.

Hopefully a parking structure is included as this should run all the way to Burien and not be another boondoggle dead end.

Communication ID: 348524

Name: Hillary Shurtleff

Comment:

Hi.

Why the heck don't you use the already available 509 corrider to start with?

This could link in Burien and Normandy Park as well.

It sure seems like this could use unused land, would disrupt the least number of houses, would be the path with least resistance, would be least expensive, and could move the highest numbers of people.

That, and bike trails to it, would be such an amazing improvement!

A large parking lot - or more than one, particularly given that the current Tukwila and Angle Lake parking garages fill rapidly - could be built on unbuilt land adjacent to 509.

My two cents.

Thank you for your consideration and your continued work to improve our area.

Hillary Shurtleff

Communication ID: 348525

Name: Sam White

Comment:

Please do everything in your power to put the any/all of the West Seattle portion underground (including crossing the Duwamish Waterway). Having grown up in the Chicagoland area and then working in downtown Chicago, I can attest to the negative appeal that an elevated train line poses.

Although the light rail trains that will be used by ST will certainly be quieter than the El trains running through Chicago, they will still bring increased noise.

Additionally, elevated trains are a visual blight on any neighborhood they run through. Not only due to the fact that they are generally constructed in a budget-friendly fashion, so they do not get an architectural design "flair" and are not visually appealing/striking, but also due to the increase in graffiti (see the pillars supporting the Monorail as an example) they bring and by blocking the light below them. It's rarely enjoyable to drive/walk underneath an elevated train line/structure.

A tunnel also limits exposure to the weather of all facets of the line, presumably reducing long-term maintenance costs and extending the life of all line components.

Although construction of the West Seattle line will not impact my living situation (Morgan Junction), I would be absolutely devastated if my family were to be uprooted due to installation of an elevated rail. I don't want this project to displace anyone, if possible.

Presumably this rail system will be around for a century (or more). I think "getting it right" the first time is of utmost importance. As an example (ignore the fact that it's elevated), people frequently cite the Monorail in the "what if" scenario - if the Monorail had been built out in the 1970s, Seattle would have had a pretty remarkable, grade-separated rail line by now. However, the project was never brought to fruition and I think most Seattelites regret that now. I feel the same about the tunnel. I think ST should invest the money, time (even if it adds 10yrs to the build time), and resources needed to keep as much of the new rail lines underground as possible. I, for one, don't really want to gaze out my window/drive under/walk under/listen to an elevated train line for the remainder of my life in West Seattle.

Communication ID: 348526

Name: Richard Miller

Comment:

Recent efforts to increase housing density and the availability of low-income housing through upzoning in West Seattle will be negated if Sound Transit decides to build elevated tracks and an elevated station in the Junction. Land that would have been used for apartments or townhouses will have to be used for the right of way and the station. This is especially true if Sound Transit decides on a north-south orientation for the station so that a future elevated extension to Burien through the neighborhoods south of the Junction is facilitated. Not only would an elevated line and station impact the effort to increase housing density, it would also hurt the West Seattle quality of life by removing trees, plants, yards, etc; impair walkability; increase noise levels; and add an unsightly blight to the landscape. For these reasons, I strongly urge Sound Transit to use a tunnel, a solution it has found to be best for other neighborhoods.

Richard L. Miller

West Seattle resident

Communication ID: 348528

Name: Joe

Comment:

Hi Mr. Constantine,

I am one of the many people vying for your attention to express an opinion on ST3. Here's my two cents! Please only consider a 15th Street Ballard Station with entrances on both sides of 15th. A 14th street station is too far away from Ballard's core and, to me, disrespects the thousand of riders who will use the Light Rail over the next 100+ years. [Unreadable] a beautiful tourist attraction in itself for views. Thx! -Joe

Communication ID: 348529

Name: Kara Loeppky

Comment:

To whom it may concern,

I'm sure you receive a lot of emails and comments. Thank you for considering mine. Here are some environmental concerns I would like to be addressed in the EIS pertaining to the orange/yellow line and these concerns also relate to why I believe the east/west Red line or a tunnel is much more viable for the West Seattle junction neighborhood. My concerns are also focused around the portion of the line from Avalon to the junction.

1.) Expansion South?

The goal of a north/south alignment in the junction seems short-sighted. If the yellow line were to continue in the future, more homes would need to be acquired given the street width of 41st and its neighboring streets. Sound Transit should consider future expansion South from West Seattle that makes sense for the neighborhood (e.g., along Delridge to White Center). In this case, a north/south alignment in the junction is no longer necessary and the east/west alignment continues to make most sense.

2.) Loss of homes and usable land

The land near the junction is valuable and Seattle is a land locked city to begin with. We've had a housing shortage over the years and many families have had to be pushed out of the city central because of rising prices and lack of affordable homes. Wiping out a whole neighborhood would further add to this struggle for any family's ability to find affordable housing, not to mention the negative impact on kids and their families with what an above-ground track can mean (further discussed in point 4).

3.) Above-ground track in a family friendly neighborhood

We moved to West Seattle because of its family friendly feel, walkability and vibrant parks and shops that are very welcoming to our kids. It's the draw for many to move over here. As I've visited other above-ground tracks around Seattle, no parks or additional shops can be used for the land under what the tracks take up. Drive under the West Seattle Bridge and what these raised bridges and tracks do attract is homeless camps, which has become an even larger problem in Seattle over the past number of years, particularly evident in the recent KOMO production called, "Seattle is Dying". See here. It's concerning to know our family friendly neighborhood could change this drastically with an above ground track and we could no longer feel safe for our children.

4.) Home devaluation

I'm concerned with the yellow line given the height necessary for the support beams to travel of Genesee. In talking with Stephen Mak, I have learned that this would mean the train track would be at grade on 39th Ave SW (More on this in point 6). Again, concerning for safety of children who walk and play around this neighborhood. In addition, this route wouldn't just wipe out 90-120 homes, it could devalue the properties around the track as well and take away views from homes in the Belvidere neighborhood. I don't believe these numbers, as in property taxes from these homes, were factored into the cost discrepancies between above ground and tunnel options.

5.) Noise impacts from above-ground track

As someone who lives in an area impacted by the yellow line, Im also concerned about the long term health impacts on my family by living near the construction and the train when its complete.

6.) Height of yellow/orange line track

Fauntleroy is already at grade and is in the right of way so if necessary to do an above ground, the red line is already in the right of way. There are many other routes out of West Seattle to work around Fauntleroy during construction. Going

up Genesee would have more challenges. It's steep. The tracks would need to be high enough to reach the desired 4% grade which would greatly impact many neighbors.

I'm sure I'll think of more later, but this late stage yellow/orange option does not at all make sense for the neighborhood. The only thing it accomplishes is the north/south alignment which is foolish given point 1. If we actually thought about where it would go, it would destroy all of West Seattle. We all love our neighborhood so much and insist that Sound Transit gets this right with the long term picture in mind!

Thanks,

Kara Loeppky

Homeowner at 4411 38th Ave SW

Communication ID: 348530

Name: Gary Metzelaar

Comment:

I have been a West Seattle resident for 21 years. I am also a proponent of development, and believe in the need for a more robust public transit system, which includes a comprehensive Light Rail component. It is important to link a highly dense peninsula, like West Seattle, which has limited entrance and exit options, to downtown Seattle and surrounding communities.

I do not believe the Light Rail system needs to run through (and stop at) the West Seattle Junction. The impact the immense Light Rail infrastructure would have on a small area like the Junction, and the neighborhoods leading to it, is too great. I cannot understand the reason an option to overrun an entire neighborhood, and indeed, take homes from residents for the sake of the project is being considered. Can't we do better?

Yes, a tunnel and underground stations are extremely expensive. I don't think this is a smart option either. Again, there is no need to run the Light Rail to the Junction. Instead, using existing right of way and established routes/pathways makes entirely more sense, will cost less, and have the least amount of impact on homeowners, while providing transit benefits to the community and future expansion opportunities (South to Burien). There is a chance to create an amazing transit hub in an already existing, largely commercial area. Let's envision a hub where Light Rail and bus lines can intersect, and one where commercial businesses and future multi-unit residence projects coexist, without destroying established residential neighborhoods.

The mostly commercial area that is bordered by Fauntleroy Ave. SW, 35thAve. SW, and SW Alaska St. would be ideal for a transit hub. The area defined by these major pathways includes Alki Lumber (along with other properties) owned by the Sweeney family. The family is currently studying alternatives to the existing

Alki Lumber property, acknowledging that a lumberyard does not "mesh with the changing neighborhood or the changing environment for small business in the City of Seattle."

The above-mentioned area could contain a transit hub that effectively services the West Seattle community, and provides small business opportunities that service commuters and residents alike. The hub could include a Light Rail station, bus stops, coffee shops, restaurants, stores and multi unit residences. Keeping the

Light Rail station in this area also allows for continued expansion South via existing routes like 35thAve. SW without destroying any existing homes in the process.

Do NOT run Light Rail to the Junction. "SWEENEY STATION" has a nice ring to it, and could be an amazing legacy and gift for the greater good of the West Seattle Community.

Communication ID: 348531

Name: Lorraine Kambourian

Comment:

Hi,

I heard that the city wants to take away homes in the Pidgeon Point neighborhood to run the light rail. I find this outrageous. There is no reason to take people's homes when there are several other options.

There is a school in the Pidgeon Point neighborhood that could be adversely affected if the homes are taken.

The best option I can see from your website is the Purple option. A tunnel would be the least disruptive to the homes in this area.

Next options would be to go north of the bridge.

The stability of the neighborhood is important since we are on a hill that is prone to slides. We do not want to put peoples lives at risk.

Cost should not be as important as disruption to lives and the stability of the foundation that the light rail is built on.

Thank you for reading my comments.

Lorraine Kambourian

Communication ID: 348533

Name: Arthur Bachus

Comment:

Dear Mr. Constantine,

As a transit rider without a car, I encourage you to support the best options for ST3:

No Ballard drawbridge

Ballard station on 15th

Cut & Cover ID station

Ballard designed for east/west expansion

West Seattle oriented for expansion south

Thank you! -Arthur Bachus

Communication ID: 348534

Name: Kristin Boyle

Comment:

Hi!

My husband John and I live with our adorable 1 year old Scarlett in West Seattle. We have lived here in West Seattle for nearly a decade and are so excited about light rail coming to our neighborhood- but we have a very specific concern:

The yellow line option, unlike the other two, would change the entire heart and soul of this neighborhood and everyone who lives in it. It would irrevocably alter the future of West Seattle, a neighborhood that thrives on the strength of a community filled with families who can afford to live here and give back.

Here are the specific reasons behind our concern that the Yellow Line would have a detrimental impact on the future of our neighborhood:

1-Affordable housingis already practically non-existent in the Seattle area. This option demolishes existing housing in the middle of a housing crisis.

2- Thelocal economyin Seattle neighborhoods depends on families being able to afford to support them. Displacing so many families for the yellow line would create a larger chain reaction than either of the other two options, forcing people out of a community that depends on our support to thrive.

3- Itsets a bad precedentfor where an elevated line could expand to in the future- the current plan for an elevated yellow line would require any future expansion to continue cutting through residential neighborhoods, displacing more and more families.

4- Turning a residential area upside down to create room for an elevated line alsoreduces the income to the City of Seattle-picking the option that displaces the highest number of residents reduces how much the City can expect from property taxes.

5 - Wedo not at all see the cost benefit to destroying a neighborhood to connect two stations(Avalon and Alaska) that would be so close to one another. Plus, the yellow line would be running along what is already a quiet street.

We love the idea of being able to walk Scarlett to a light rail station from our home one day, and have easy access to downtown!But we won't be able to do that if our neighborhood is destroyed to make room for it.

We already have an existing structure with already-busy streets that we can use as a guideline for this- or consider a tunnel.**We shouldn't have to choose between having light rail, and keeping our neighborhood the vibrant, active, close-knit community that it is. **

Thank you for your consideration!

Kristin, John, and Scarlett Boyle

Communication ID: 348536

Name: Conner-Bennett Sharpe

Comment:

March 27, 2019

Lauren Swift

Sound Transit

401 S Jackson Street

Seattle, WA98104

Dear Mx. Swift:

I am writing to provide my comments to the Sound Transit West Seattle/Ballard Link Light Rail Project.I have lived in this region since 1984 and am currently a resident of West Seattle.I am pleased with the plans for West Seattle (thank you for having a Delridge stop in the plans), but wanted to particularly comment on the stop in the International District.

As you are well aware, Seattle is changing rapidly and neighborhoods like the International District must be preserved for the communities who have historically resided in them, whether by choice or by force of historical law and financial policies.I want to weigh in with my support to the community requests from this important historical neighborhood:

Please consider all the options for station locations, with particular attention to the station options identified at 4th Avenue, as neighborhood residents, small businesses and community organizations have requested.

Every effort must be taken to preserve the livelihood of small businesses and residents in that neighborhood.That will require Sound Transit to actively listen and take action on their requests.

The cultures, look, and feel of the neighborhood need to be preserved.This neighborhood is a true treasure in Seattle and everything possible must be done to preserve it.

Sound Transit has really not had the best track record here as the previous plans railroaded (please excuse the pun) through communities of color on surface streets in South Seattle, while providing underground service in historically white communities in the North end.Here is an opportunity for Sound Transit to do right by a culturally rich, historic neighborhood and the people whose livelihood depend on it, as well as the rest of us who have the gift of enjoying it.

Thanks for your attention to the matter and all your hard work on the project.

Sincerely,

Conner-Bennett Sharpe

Communication ID: 348538

Name: Keith Kyle

Comment:

Dear Dow,

Please choose the following options for ST3:

No Ballard drawbridge

15th station

Cut and cover ID station

Build West Seattle for expansion

Build tunnel for expansion Aurora & Madison

Thank you! Keith [last name unreadable]

Communication ID: 348540

Name: Brent Christian

Comment:

I would like to comment on the ideas put forth by Sound Transit for the light rail station to be built in the West Seattle Junction.

Affordable housing is one of Seattle's most pressing issues, and land for housing is a very limited resource. A top priority for WS light rail should be to preserve as much land for housing as possible. Given recent zoning changes, every residential lot disrupted by light rail is taking away not only an existing home, but potentially three dwellings. Preserving existing residential lots is also the least disruptive to current residents.

The "orange" elevated, North/South Alaska station would be the most disruptive, and should not be considered.

Consider, too, that land used for an elevated line cannot be used for anything else, whereas land above train tunnels can also be used for housing, parks, greenways, etc. Tunnels are the best option, as in Capitol Hill, Beacon Hill, and the U.

A future route to Burien is worth considering, but that route doesn't necessarily need to pass through the Alaska Junction (and probably shouldn't). A good option might be to run such a line down Delridge Way, a wide street in an area in need or improved transit. Narrow, residential streets such as 41st Ave SW, 42nd Ave SW, and 44th Ave SW, would be a poor choices, given the limited space, and the incredible amount of housing that would be sacrificed.

With the strong bus service in West Seattle, an East-West light rail station to downtown, as in ST3 Representative Project, would be sufficient for moving people in and out of West Seattle. Such a route, put in a tunnel to preserve maximum land usage, is the most reasonable plan in my mind.

Overall, I think this process is being rushed. Communication with affected neighborhood residents in West Seattle has been poor. There has been no mention that some options under consideration would result in the loss of their homes. Yet the comment period for scoping is nearly closed. For something potentially so disruptive, more time and effort needs to be spent to properly inform citizenry about the potential impact. The people of Seattle are not in a rush to quickly spend as little as possible just to say we have light rail. We want time to be taken for thorough consideration of the options while prioritizing current and future housing, and to budget for something that we will be happy with for generations to come.

Thanks,

-Brent Christian, Seattle resident

Communication ID: 348542

Name: Phil Whitinger

Comment:

I feel a tunnel would work best for the Ballard extension, primarily since it wouldn't be as affected by service interruptions.

I feel terminating the Ballard line on 15th would integrate with the current bus system better. If it was an underground station it would also fit in that area better.

Communication ID: 348543

Name: Jason

Comment:

Dear Dow Constantine,

Thank you for your work on expanding light rail throughout Seattle and the broader region. I urge you to finish out the ST3 alignment selection process by prioritizing the needs of future riders. That means a Ballard station at 15th Ave rather than 14th Ave. It means building the ID station as a cut and cover tunnel to facilitate easy transfers and save money (for mitigation funds for businesses and expanding transit.) And it means building the Ballard and West Seattle lines for future extension and convenient bus transfers.

Best, Jason [last name unreadable] Capitol Hill Renter Initiative

Communication ID: 348544

Name: Ann Manley

Comment:

I am a West Seattle resident, and I strongly object to the elevated option for the Link Extensions. It would be a huge negative imposition on the neighborhood. A tunnel, as in Capital Hill and Beacon Hill, would be the preferred option.

Communication ID: 348545

Name: Jonathan Flutts

Comment:

Prefer elevated alternative for West Seattle for cost/benefit/schedule. Prefer multiple elevated alignments proceed to EIS and no further tunnel consideration.

Prefer 5th bored cut and cover station for Chinatown-ID as it is lowest cost and best for future passengers.

Prefer 'brown line' alignment for Midtown, Westlake, and Denny stations as it is closest to Convention Center and reaches farthest into South Lake Union. Prefer 'blue line' for South Lake Union and Seattle Center stations as SLU would allow exiting east of Aurora, and Seattle Center would be close to Key Arena.

For Ballard, station on 15th is preferred; no preference on tunnel/elevated/movable bridge decision. I would love to see provisions for future extension east through more densely populated areas (Fremont, Wallingford, 45th) and connection to UW and the main spine, rather than extension north.

Communication ID: 348547

Name: Anonymous

Comment:

Hello I'm a West Seattle resident that lives on 38th Avenue and I oppose the yellow line option but I am for the blue line. I think the yellow line will destroy our neighborhood but the blue line would be a good option. Thank you so much bye bye.

Communication ID: 348548

Name: Bryce Kolton

Comment:

Sound Transit 3 must be built with reliability, accessibility, and expandability put first. With as much money as we're spending, choices like cut and cover on 5th and Ballard Station on 15th are key to spending our money right. Keep the rider in mind!

Thank you, Bryce Kolton

Communication ID: 348549

Name: Anonymous

Comment:

Please tunnel under the Ballard ship canal, and please don't put elevated rail along 14th Ave NW.

Communication ID: 348550

Name: Alex

Comment:

Please continue to fully support ST3! The chief reason I moved to King County was to be in a transit-forward region. Thank you!

-Alex

Communication ID: 348552

Name: Alan Grainger

Comment:

Dear Ms Burnett:

Thank you for responding to my previous concerns following the recent “Stakeholders Group” meeting I attended and sending me the links to the Alternatives Development Report and the Visualization Booklet. I have studied both in depth and have the following comments primarily around the urban design impacts of the alternatives.

The character of the Alaska Junction Urban Village is dependent on the richness and vitality of the pedestrian experience. This is shaped not only by the sidewalk experience but by the public realm defined by the building walls meeting the right of way. As development has continued in the past decade, and will continue in the future decade, it has been encouraged by the already excellent and well used, transit service. Maintaining the urban design character as a pedestrian friendly place is critical to the success of inserting the light rail service into Alaska Junction.

There is no question that introducing overhead trains, guideways, and stations, as shown in the visualizations, will negatively impact the neighborhood character. Running guideways in the right of way is not a positive route, it impacts existing and future adjacent buildings. Running diagonally across blocks completely obliterates the existing character, homes and businesses. All the overhead solution visualization shows the negative impact for:

Single family housing close to or below the tracks

Existing apartments that would be looking out from upper floors

Pedestrians on the sidewalks below

Shadows as a result of the structures

(not visible) the noise of overhead trains.

Sound Transit has already recognized these as important neighborhood issues, as we can see the benefits of the tunnel and below grade stations on Capitol Hill, the U District, and the Roosevelt neighborhood. West Seattle’s Alaska Junction deserves no less.

Please find a way to have a serious discussion in the EIS about the urban design merits of a preferred tunnel solution to avoid destroying the character and scale of Alaska Junction with an overhead proposal.

Sincerely

Alan Grainger AIA Emeritus

8853 38thAve SW

Seattle, WA 98126

206.953.0902

Communication ID: 348553

Name: Debra McKenzie

Comment:

Sound Transit Board,

I have recently learned that my condo building (5th & Madison) is being considered as a possible site for a Link Light Rail station on the future West Seattle to Ballard run.

I am extremely upset, and appalled that you would even consider disrupting a residential high rise! The following are just some of the issues I am opposed to:

Looking back at the length of time that it took to construct the Beacon Hill station, I can't imagine my home life being disrupted 24/7 for six years!

I require a car to get around, as most people do, and my parking space is an extremely valuable asset. I would not have purchased my condo without a parking space.

Living in a small condo, requires that most of us have a storage unit to store luggage, Holiday decorations, golf clubs, etc.. I can't imagine what I would do if my storage were to be taken away!

The Plaza between 909 and 901 5th Avenue is a place of calm, quiet and green. It is a restful place to sit and enjoy the sound of the trickling water feature, and surrounding landscape within a bustling city. Seattle lacks green space, do you really want to take another park away?

Considering all of the newly constructed building that surround us, ie..Daniels project, or F5 building, as well as the tower directly across the street on 5th and Madison, I simply can't understand why the location of this station was not chosen earlier, and incorporated into one of these buildings!

Disrupting a place of business is a far cry from disrupting 124 homes! Please consider

another location for this station!

Sincerely,

Debra McKenzie

909 5th Avenue, Unit 1102

Seattle, WA 98164

Debbiemckenzie@yahoo.com

Communication ID: 348554

Name: Chester Bennett

Comment:

I do not think any improvements or stations should impact the portion of the seattle center housing KEXP. KEXP's new home was a massive effort from the entire city and is a trademark of the area. All efforts should be taken to preserve the location of KEXP and mitigate all impacts to allow them to exist in that area undisturbed.

Chester Bennett

Communication ID: 348555

Name: Mike Li

Comment:

The tunnel alternative is the best option for West Seattle and Ballard because it prevents houses and business from being demolished, ugliness and noise.

Communication ID: 348557

Name: John Cornelison, Justin Hirsch

Comment:

I would encourage a future extension of the Sound Transit Link all the way to the Vashon/Southworth Ferry Terminal, and at least have that potential built into the design of the West Seattle terminal – so a future extension southward would not cost that much extra – compared to having to reengineer that aspect from scratch.

Southworth ferry traffic is expected to surge in future years and Vashon is continuing to grow too. Having light rail to that key transit point is critical to start thinking about now! There will be a new ferry dock built in ~2024, so that end could also naturally be design & engineered to accommodate such a light rail line.

John

10506 SW 132nd Place

Vashon, WA 98070-3404

Communication ID: 348558

Name: Dan Day

Comment:

Hello this is Dan Day. I live at 4018 36th Avenue Southwest near the Avalon Station. I'd definitely love to see lightrail come to West Seattle. I just wanna express my preference for the tunnel option which would definitely be number one. I've lived in West Seattle for 25 years and what I love about it are the historic homes up and down the street which makes me definitely in opposition to any option running down a residential Street especially 41st Avenue. It's a particularly nice street. It's on the Crown of the hill and I'm starting to believe it would be quite the eye sort to have a light rail running right through that neighborhood. It would really spoil what we have and the noise that comes with it would certainly be also be undesirable. If it ran down a major arterial where we've already got fairly high density housing. Yeah I think that's a little or maybe even a lot less of an imposition. So that was it. Thanks very much bye bye.

Communication ID: 348561

Name: Chris Bennion

Comment:

I believe that the Brown alternative is the best of the three. It seems to do the least damage to existing structures and routes and costs much less than the Blue route, though more than the Green. As a resident of Lower Queen Anne, I can't pretend to be unbiased but tunneling under Mercer is logical--albeit at the cost of perhaps additional disruption during construction.

Having watched what BART did to SF, this is obviously not going to be fun. But it is necessary. I take it on faith that it will be worth it when done, and I appreciate the efforts that you folks at Sound Transit have made. The 100-page Alternatives Development Report makes clear how important and complicated this project is to the future of Seattle and how much work ST has put into it.

Thanks for listening,

Chris Bennion

Communication ID: 348562

Name: Matt Neilson

Comment:

There seems to be quite a bit of discussion about tunnel vs elevated and future expansion opportunities in ST4 or later. We should be working for a tunneling option that fits into budget or slightly over budget. If it comes in slightly over budget, a LID or Seattle contribution could help the cost.

I struggle to understand why the idea below was never researched at a greater length.

Once the elevated line leaves the Delridge Station the line would continue south and turn west through the West Seattle Golf Course. I understand it is considered parkland, but we are talking minimal long term impacts. The line would head west and towards Alaska St. The elevated line would tie in at grade and immediately enter a cut and cover tunnel with a station just west of Fauntleroy. Eliminate one station to cover the cost of the tunnel. The walk shed will cover the same area as the future Ballard / Market Station. Two stations are not needed for this area.

This eliminates the destruction of developable dense land and provides a tunnel option into the Junction area.

Communication ID: 348563

Name: Luis Borrero

Comment:

Turning a station N-S is crazy! If connectivity south (White Center, Burien) is the goal, use the right of way (Delridge, 35th, Fauntleroy) not the middle of the residential streets!

Leave the preferred alternative (funded) - the red line - and compare it with a tunnel option using the same alignment (apples to apples). Then, tell us how much it costs and we can get behind one or the other. Also, [illegible] alternative happens in the pedestrian overlay, and allows to capture extra heights and density to work with T.O.D. principles. No other allows it. You look like amateurs presenting these alternatives. P.S. previous Land Use and Transportation Seattle Planning Commission. and expert of the ST3 proffessional contract.

Communication ID: 348567

Name: Yana Dieringer

Comment:

Hello,

My name is Yana Dieringer. We live in 4120 37th Ave SW. We strongly oppose the "Yellow Line" option for the following reasons:

We saw similar set-ups of the elevated rail/train transit systems in Seattle and other cities - the surrounding areas are always noisy, full of trash, dirty, and prone to crime. The look, the noise, and the unsafe environment will destroy the neighborhood feel of this area.

2) Building an elevated light-rail is short-sighted and will not be sustainable long-term. Once expansion goes south - more homes, neighborhoods will be destroyed. There will be more opposition from other neighborhoods. (The Blue Line option for the underground tunnel would address these concerns long-term).

3) There is an existing housing shortage in Seattle. By destroying houses and developable land you are reducing already limited inventory of houses in Seattle.

4) The Yellow Line option will negatively impact our property value as we would be only several houses away from the elevated light rail. Having a child I understand that this house will become unsuitable to raise a child. This will be a big turnoff for other young families if we decide to sell our house.

I also submitted my comment at wsblink.participate.online.

Thank you.

Yana Dieringer

301-768-0384

Communication ID: 348569

Name: John McAlpine

Comment:

No elevated light rail within 41st Ave SW in West Seattle. Do what you can to provide a tunnel ...or.... stay with what we voted for; an elevated light rail within Fauntleroy and Alaska coming from the Avalon station.

The elevated 41st Ave SW light rail would displace 90 - 120 homes as calculated by Sound Transit. Destroying homes is not the direction Mayor Durkin wants.

The EIS needs to cover 'Quality of Life'. More specifically the 'Quality of Life' for those that may unfortunately be living adjacent to an elevated light rail.

The future ST4 continuation should not be from the Alaska Junction. Sound Transit should go south down 35th or Delridge. Alaska Junction should be the end of the run. Delridge should be a major station that has one line continuing south on Delridge and a second heading to 5he Avalon and Alaska stations.

Again.... No elevated at the Alaska Junction. The Alaska Junction doesn't need a mini-viaduct.

Thx

Communication ID: 348571

Name: Nick Wingfield

Comment:

At a time when Seattle desperately needs more housing to improve affordability, it is unfortunate that Sound Transit is seriously considering an [illegible] option. An eventual Burien-[illegible] extension would be devastating to our community and housing. I urge you to choose the tunnel option.

Communication ID: 348572

Name: Pearl Dubry

Comment:

I cannot understand why Sound Transit has not decided to use West Golf Course and Camp Long for their transit needs in West Seattle

Communication ID: 348574

Name: Susan Dory

Comment:

Please create a link light rail line from downtown up to north Seattle utilizing the 99 hwy route.

Thank you,

Susan Dory

Communication ID: 348592

Name: Jeff Weber

Comment:

If the line is to be elevated to the junction, the current elevated proposal minimizes impacts. An elevated line on Fauntleroy should be avoided due to the major impacts it would have on the dense development at Alaska and Fauntleroy. Those impacts would be much worse than the impacts of the current proposal on single family neighborhoods north of Alaska. Thank you.

Communication ID: 348593

Name: Kellie Langan

Comment:

Hello,

The design of the “Elevated 41st South of Alaska” proposed route will eliminate 90 – 120 residential units as calculated by Sound Transit, including my home (4538 41stAve SW). This urban land set to be upzoned will be extremely negatively affected for future generations. In addition, the “Elevated 41st South of Alaska” route would be bisecting the Junction urban village. We request a tunnel similar to Capitol Hill, Beacon Hill and UW. The tunnel makes the most sense here in WS and will not destroy our landscape, homes and businesses.

What will happen to my home if the 41st station is a go? Where will I and 100+ homeowners move to another area such as the junction? If a tunnel does not disrupt and destroy our West Seattle haven, please consider.

Kellie Langan

(425) 306-7758

Communication ID: 348594

Name: Gerald Sousa

Comment:

Having attended the 3/25/2019 meeting in West Seattle I see the only option for the light rail is a tunnel. All other options (above ground) not only are disruptive to the community but impact the quality of life in are neighborhood. It makes more since to build a tunnel that deadends at the junction and build a line out Delridge to White Center and beyond. This is a less disruptive, more direct route and give the Delridge neighbors hood light rail access.

Thanks

Gerald Sousa

4954 Erskine Way

Communication ID: 348595

Name: Jill Anderson

Comment:

Hi Sound Transit Team,

I am a current resident of the Alaska Junction and live on 44th and Oregon. I've lived in West Seattle for the last 6 years and seen the neighborhood grow and thrive; West Seattle is truly the best neighborhood in Seattle and it reminds me of everything that is still good about our city.

I am really concerned about an elevated line coming into the Junction. Based on what I've read and future plans, I don't think we should compromise the long term success of this project to extend the tunnel south with a short term Band-Aid in the form of an elevated line.

I'm a project manager so I understand the cost/benefit impact is important, but we only get a chance to do this right once and if we choose an elevated line, we will ruin the future success of a tunnel to other areas. I'm excited about this light rail and what it will bring to the community, but an elevated line is a huge mistake.

Thanks,

Jill Anderson

206-321-8999

Communication ID: 348596

Name: Anni Stedman

Comment:

Hello,

I reside in the northernmost block of 22nd Ave on Pigeon Point and have participated in a number of the public meetings to discuss route options. At each and every one of these meetings, it has become evident that the "Purple Line" option for this section of the route is a better solution to issues in this area than those currently under consideration. So, it it behooves our community to ask that at least this section of the "Purple Line" option that involves tunneling Pigeon Point be included in all upcoming EIS scope for a number of reasons. I am aware that on the surface of things it looks more expensive, but I think that with further analysis and some crucial negotiations with the port, the cost differential may begin to look smaller and more worthwhile.

My understanding is that the "north option" crossing the Duwamish and navigating to North Delridge will cause significant issues for the port, meanwhile the "south option" will cut extremely close to or into the hillside on Pigeon Point, causing at the very least a great increase in noise and vibration in an area that is already a known slide area that houses many.

2. I think you will find that the environmental issues with the "South Option" and the negotiative issues with the "North Option" may quickly erode much of the perceived price advantage over the purple line.

3. The West Seattle Chamber of Commerce has pointed out that the Purple Line option would allow two tunnel segments to be built more easily. One under the Pigeon Point neighborhood and the second from SW Avalon Way to the Alaska Junction. I think this is a wide option.

4. As one of the citizens who suggested the route the Purple Line takes last year in early meetings, I pointed out that having the North Delridge Station further south on would increase access to the light rail for poorer neighborhoods south of is as well as presenting a greater opportunity further transit development later after ST3. This is still the case.

5. Additionally, the current suggested above ground station would require the removal of a rather large number of houses at Delridge and Genesee -- a tunnel option might allow you to build a station that would impact fewer homes. I think this may also be true further West, but I will keep my focus on North Delridge.

6. Bringing the line around the top of Pigeon Point and down Delridge will increase traffic problems in an area that is already routinely botttlenecked. Additionally, it will bring more traffic to to these congested streets and cause more people to try to park in a neighborhood that already does not have sufficient parking for its residents.

7. Another West Seattle Chamber of Commerce point I agree with: the Purple Line would minimize the impact on our West Seattle businesses and traffic during the construction as seems to be envisioned by any of the elevated lines.

8. Finally, I believe that the Port of Seattle, among others, may be willing to contribute to making the Purple Line option a reality. I hope those discussions will occur.

Thank you,

--

Anni Stedman

dancehike@gmail.com

206.280.4562

Communication ID: 348598

Name: Douglas Kilpatrick

Comment:

I'm focusing purely on the West Seattle extension, because that's the one that affects me.

1: I have no preference, nor can I articulate any specific preference, on if the rail should run north or south of the bridge over the Duwamish waterway.

I fail to see how that line would fit south of the West Seattle bridge, to be honest: there's too much hillside it would have to cut into and too many houses it would have to impact/consume, so I suspect people who live on that point may have stronger opinions than I.

2: I am VERY concerned about the potential visual impacts of the elevated alternatives. I strongly advocate for the tunnel option.

Across the Duwamish, I believe the tracks can blend in well enough with the existing bridge to minimize the impact, but above Genesee and ... 28th-ish near the golf course, I can't imagine what that would look like, with the tracks looming over 150 feet above the ground. How would the base be constructed to safely hold a train in the event of an earthquake? How would the shadow of that edifice play across the area?

(Seriously, those tracks would almost be high enough to require aircraft warning lights. On an elevated train track.)

3: I strongly advocate for a train station that's on directly next to delridge, and as far south as possible. The "Blue alternative" that puts the station in the middle of the block seems destructive to people who live in that area for no valid reason. The red station would cause a complete traffic nightmare on the ramp to the upper bridge.

So put me down for "blue? crossing, orange station, blue tunnel"

My house is located looking over Genesee, and up on 23rd. My windows are high enough to get peek-a-boo views of the sound. Despite that elevation, looking at the proposals I realize I would be largely looking UP at the train tracks going down genesee. That would destroy the character of the community, and I feel there has to be a better way. Specifically, the tunnel option seems much more reasonable.

(Also, the old purple line also seems more reasonable, even though it came through my basement)

I would suggest that given the red/orange route around the hill and down genesee, that pedestrian bridges be build linking the station to 23rd (or 24th for the orange line). The tracks would have to be elevated enough to make that link convenient, and such a link would enhance accessibility from the Pigeon Point hill community. (Why ride down a steep hill just to climb stairs back up? Why walk down stairs just to walk back up a steep hill)

Communication ID: 348599

Name: Mary Saravocker

Comment:

Yes this is Mary Saravocker and I live on 42nd Avenue in West Seattle. I'm very concerned about the proposals going down 41st, 42nd and 44th. I live in older home. We moved here three years ago and I've invested a lot in our home and the houses on our street have also. You put elevated or any type of light rail through that area and you're destroying very established old neighborhoods and property values are going to go down your tax base is going to be reduced. I do not believe that the proposals that are currently available are in the best interest of the city of Seattle or the residents of West Seattle. Thank you.

Communication ID: 348600

Name: Betty Solero

Comment:

Tunnel or NO ST light rail to West Seattle. Do it right or DO NOT DO IT AT ALL.

Yes, a future to focus to the south Burien.

A big fat NO ending at the AK Junction.

I approve of the JuNO plan

Communication ID: 348601

Name: Rob Pedersen

Comment:

Comments here are primarily for the WS section except for a few on the SODO and

Ballard sections:

-Which ever options are chosen for SODO, there needs to be a seamless transition (connectivity) from WS to Ballard.

-Street-level alignment in SODO: Tracks need to be elevated through SODO to avoid light rail train delays (and street traffic delays due to light rail trains) associated with street-level alignment...unless a Lander Street vehicle overpass is built over the ground level light rail tracks.

-Prefer the Smith Cove option of the guide-way transitioning to ground level (along existing heavy rail tracks) to avoid impacts to the residential area and the SW Queen Anne Green Belt.

-Prefer a high level bridge across Salmon Bay vs the transit delays associated with a bridge that opens to marine traffic.

West Seattle:

I support the Blue/Tunnel option because:

-This option lowers impacts to commercial, and especially to, residential areas. Additionally, this option avoids impacts to the Pigeon Point green areas and eliminates potential impacts to the north part of the Duwamish Greenbelt.

-Consideration should be given to starting the tunnel in SODO prior to the crossing of the East Waterway. This would eliminate adverse effects to marine-associated businesses on Harbor Island and at the west shore of the West Waterway. Not having the elevated guide-way posts in the East and West Waterways eliminates potential impacts to the marine sediments and to marine life migration (think of out-migrating young salmon that hug the shore areas where overhead docks provide shelter habitat). --For the elevated options over the Duwamish Waterways, whether south of or north of the WS Bridge, these options must be designed to avoid having posts reduce the navigable with of the West Waterway (heavy barge traffic).

-Although the tunnel option costs an estimated $700 M+ more then the elevated options (and even more for starting the tunnel in SODO), there are benefits that mitigate the higher cost such as:

-The reduction in business displacement;

-Significant reduction to residential displacement (especially important when Seattle is in a housing availability and affordability crisis);

-Visual/aesthetic improvements by elimination of the elevated structure through north Pigeon Point, the Genesee corridor, and the WS Junction;

-Eliminating many of the potential impacts to parking where the elevated stations and guide-way post would be located;

-Eliminating impacts to truck traffic in SW SODO, Harbor Island, and near Terminal 5 during and after construction;

-Eliminating the issue of slower train speeds in the elevated options due to the guide-way curves past the Pigeon Point and the Delridge areas;

-Elimination of the high elevation tracks (140' +) through the Duwamish area and through the WS Golf Course area would prevent transit delays during high wind events (trains being put on "wind hold").

Station location in the WS Junction (Blue-Tunnel option):

I support the tunnel station location at 41st street and Alaska (vs the 42nd and 44th street options) because this station would better serve the relatively larger population living living S/SE of Alaska St, S/SE of Alaska St/California Ave.

My second choice for rail alignment would be the ST3 Representative Project (Red) vs the the South Crossing (Yellow) option because the ST3-Red has less impact on residential areas by avoiding the Genesee St alignment. (I understand the potential negatives of the ST3-Red option such as the less desirable N/S alignment for potential light rail expansion, and the more imposing nature of the ST3-Red guide-way and stations (e.g., at the Junction, ST3-Red at 53' vs Yellow at 30')).

-Thank you for this opportunity to comment.

Communication ID: 348602

Name: M Hall

Comment:

Strong preference for a tunnel instead of a bridge. Bridges block light and break up the space, creating seedy areas.

Communication ID: 348603

Name: Jim Martinek

Comment:

I prefer the ST3 option only because the stop is at Westlake Ave & Denny Way. Stops should be at major intersections where busses (and that stupid streetcar) stop. Connections need to be convenient so the stop needs to be where the other modes connect as well.

Communication ID: 348604

Name: Carol Blankfield

Comment:

I strongly support a tunnel and strongly oppose both elevated and street level rails. Anything except a tunnel will further disrupt neighborhood continuity, and interfere with people who opt to use bicycles or their feet as a means of transportation. It also concerns me that no one has publicly addressed displacing residents in areas having low or mid-cost homes. I thought we were all working towards eliminating homelessness?

Communication ID: 348605

Name: Susan Kliewer

Comment:

Absolutely Tunnel!

Communication ID: 348606

Name: Mandy Gilson

Comment:

Do not cut through housing, businesses, and most importantly schools to railroad a light rail through. Do as you have through Beacon Hill and into downtown, go underground! If it is so cost prohibitive I request to see a full scope cost comparison with an above ground vs. below ground approach. Do not railroad on top of the city!

Communication ID: 348607

Name: Matt Korol

Comment:

I would like to register a strong preference for the tunnel option for the West Seattle extension. The tunnel provides significant advantages over an elevated line including:

Less noise and disruption to residents when building and operating the line

Less division of formerly cohesive neighborhoods

Less displacement of current housing and retail

Safer operation removed from pedestrians and traffic

More reliable operation protected from weather

I'd like to emphasize the that requirement of elevated lines to condemn significantly more residences than a tunnel option renders the elevated option much less desirable. Seattle has an ongoing housing shortage, and any actions by government to reduce the availability of housing when there is a viable option that does not do so would be unconscionable.

Communication ID: 348608

Name: Theo Korol

Comment:

I would like to register a strong preference for the tunnel option for the West Seattle extension. The tunnel provides significant advantages over an elevated line including:

Less noise and disruption to residents when building and operating the line

Less division of formerly cohesive neighborhoods

Less displacement of current housing and retail

Safer operation removed from pedestrians and traffic

More reliable operation protected from weather

We only get one chance to do this, so we should do it right

I'd like to emphasize that as elevated lines require condemning significantly more residences than a tunnel option, it renders the elevated option much less desirable. Seattle has an ongoing housing shortage, and any actions by government to reduce the availability of housing when there is a viable option that does not do so would be unconscionable.

Communication ID: 348609

Name: Patricia Demarest

Comment:

I'd like to give a strong endorsement for underground stations at 35th/Avalon and the Junction.

We don't want elevated trains going through the community and putting them on the street level is not any better than busses.

Communication ID: 348610

Name: Johanna Rundquist

Comment:

Hello,

I understand the proposed lightrail stations are elevated. The elevated concept is why I voted against the monorail to West Seattle. I don't mind that a tunnel will cost more and take longer since I'm already paying for a system that won't be built until the kids are gone and I'm retired. I would support a solution that preserves the character of the neighborhood and doesn't destroy my neighbors homes in the process. To me, that is a street based solution (like Max in Portland and/or a tunnel. I think it's fine to lose a lane of traffic in exchange for lightrail. This keeps the scale and walkability of the neighborhhod intact and provides a convenient way to get around without your car. Ideally the solution would be built so that it is easy to extend to White Center and Burien (35th Avenue/Roxbury option?). Dead ending at the Junction would only meet today's pressing needs.

Communication ID: 348611

Name: Cathy Craig

Comment:

I find it insulting that a tunnel option is "too expensive" for the Delridge/Pigeon Ridge neighborhood. This option was perfectly acceptable in the U Dist and in Cap Hill but the lower income Delridge community is not worthy of it.

This concept reeks of of the urban planning that removed affordable housing in the South Lake Union area and "replaced" those units with luxury condos and apartments. Many of those formerly housed in that area are homeless now or moved out of the Seattle area. It is ironic that this newly affluent area is now afforded a tunnel.

It seems that this plan is an "up zoning" concept to "Make Seattle Great Again" by removing those inconvenient working class and lower income residents from a desirable piece of land.

I believe the residents of the Mt Baker neighborhood understand and will corroborate this belief.

Communication ID: 348612

Name: Ric Neil

Comment:

please build as much public transit as people will allow, Seattle is growing and the future is great public transit, much like Europe

Communication ID: 348613

Name: Jeanne Campbell

Comment:

I support a TUNNEL to West Seattle. We do not want a raised train track running through our town, dividing our community, and displacing families. Please PLEASE give the tunnel a chance!

Communication ID: 348614

Name: Alisa Claeys

Comment:

Please don't tear down houses, schools, businesses, etc in West Seattle. Please consider an underground option.

Communication ID: 348615

Name: Noelani Alexander

Comment:

While I attended many of the earlier meetings held by Sound Transit, I have been unable to stay as engaged as I would have liked to in the past few months. However, as Sound Transit has moved forward, I have begun to see the only viable alternative to keeping the West Seattle neighborhood livable, walkable, and desirable, is by building a tunnel for the light rail.

I know this option may cost more, but I would urge Sound Transit to consider the tunnel anyway. I am aware that the number of stations has been a part of the debate (2 vs. 3) and wonder what the cost of a station is in comparison to the tunnel. Would 2 stations allow more possibilities for the tunnel construction? Or if there are other considerations as to how a tunnel could be created, even if it requires an additional vote for taxes to be collected for this additional funding.

The West Seattle Junction and the surrounding neighborhoods are densely populated, rich with history, and one of the few Seattle neighborhoods that has retained its character. I am in complete support of higher density neighborhoods and additional transit options, just not at the cost of depleting the livability and vitality of the neighborhood.

Thank you,

Noelani

Communication ID: 348617

Name: Carl Kelso

Comment:

It makes the most sense to me to have the Ballard station meet up in the public right of way on 14th. The area has space to host the terminal and avoids further congestion around 15th.

I strongly prefer the tunnel options around the Ballard station. It seems that the Ballard tunnel would not preclude the Smith Cove station at Galer street, mitigating both the aggravated traffic issues around the waterway at the 15th street bridge and negative impacts to the greenbelt in Queen Anne.

I defer comments on the south side of the stretch.

Communication ID: 348618

Name: Susan Bell

Comment:

Tunnel under the ship canal with stations underground along either 14th or 15th Ave NW

Communication ID: 348619

Name: Greg Heller

Comment:

As a longtime West Seattle resident and homeowner, I am excited about the prospect of having light rail in the near future. I believe the expansion will benefit West Seattle and the city as a whole.

I am supportive of the representative project near the Alaska Junction (red line displayed in the literature). I believe that path will bring service to the Alaska Junction with minimal impact. I expect that, because the elevated rail path is along a wide roadway that is primarily a business corridor, impacts such as noise and vibrations can be mitigated. Even if there are some downsides for the businesses along Fauntleroy and Alaska, the increased foot traffic the light rail will bring to the area will be a big benefit to the businesses and will likely outweigh the inconveniences.

I cannot support the proposed project that includes an elevated track that cuts diagonally through the neighborhood blocks between Genesee and Oregon (the orange line displayed in the literature.) This proposed path would have massive impacts to the Alaska Junction as a whole. I believe the necessity to acquire so many homes and replace them with concrete pillars and tracks would essentially gut a pleasant family neighborhood. The noise, vibrations, and unsightly infrastructure would cause a mass exodus from the blocks immediately around the tracks. The homes a few blocks removed from the tracks would see the character of the neighborhood around them changed for the worse.

This would be unfortunate in any neighborhood, but especially so close to the Alaska Junction. I say this because the character and set-up of the neighborhood blocks around the Alaska Junction is the reason it is a functional and popular

area. Destroying that character would be destroying very reason it is popular enough to need a light rail stop in the first place. Additionally, the same blocks that would be dramatically affected by the elevated orange line are key elements of the plan to create a functional urban village in the Alaska Junction area. Making these blocks unlivable or undesirable runs counter to the goal of intelligently increasing the housing and commercial options in the new urban village.

I understand that the elevated track cutting through the neighborhoods was proposed to allow for a north-south aligned station. I am sympathetic to the need for future expansion, but believe there must be a way to accomplish that goal, even with an east-west station. If there truly is not, then further expansion south should be considered from another line, or the West Seattle tunnel options should be chosen.

I am not a proponent of spending extra money (and clearly the tunnel options are more expensive) but I am a proponent of doing things right. Cutting an elevated track across five blocks of residences is a quick (and ineffective) fix. Taking the extra time and spending the extra money to build a tunnel is doing it right. The Seattle region has long needed a public transit expansion, and, now that we are doing it, we should avoid quick fixes and make decisions that will be good for the region in the long term. We should make those good decisions even when they are a little more costly and may take a little more time.

In summary, I believe that in the area of the Alaska Junction, the representative project (red line) should be explored as the primary option. I believe that if the red line cannot allow for the needed future expansion, the tunnel options must be the alternative. The elevated line cutting diagonally through so many neighborhoods (orange line) would have far too many negative environmental impacts and too much impact on the very community the rail expansion is trying to help.

Communication ID: 348620

Name: Raghav Manchanda

Comment:

Hello,

I live on 40th and Oregon in west Seattle with my wife, 3 year old son and 82 year old mother and I humbly request you to not go ahead with the overhead light rail construction. There are many reasons not to do so:

the proposed light rail will destroy the appeal of this wonderful neighborhood

the noise from the light rail will be a nuisance to my mother, son and several senior living communities in this block.

Every developed (and even developing) city in the world is creating underground tunnels for trains. I do not understand for the life of me why this project is so shortsighted and there is no long term (30+ year) vision to how convenient and environmentally sustainable and economical an underground subway would be. Please make the right decision for the residents. If not, we will protest this without our approvals and raise this with the mayor, local authorities and Mr. Jay Inslee

Communication ID: 348621

Name: Jessica Holden

Comment:

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

Jessica Holden

Ballard resident, 20 years

Communication ID: 348622

Name: Kriti Arora

Comment:

Hello,

I live on 40th and Oregon in west Seattle with my husband, 3 year old son and 82 year old mother in law and I humbly request you to not go ahead with the overhead light rail construction. There are many reasons not to do so:

the proposed light rail will destroy the appeal of this wonderful neighborhood

the noise from the light rail will be a nuisance to my mother, son and several senior living communities in this block.

Every developed (and even developing) city in the world is creating underground tunnels for trains. I do not understand for the life of me why this project is so shortsighted and there is no long term (30+ year) vision to how convenient and environmentally sustainable and economical an underground subway would be. Please make the right decision for the residents. If not, we will protest this without our approvals and raise this with the mayor, local authorities and Mr. Jay Inslee

Communication ID: 348623

Name: Kathy Bowen

Comment:

I don't believe an elevated train is suitable for Ballard. It will decrease the walkability and displace existing housing. I believe it should follow and be accessible from 15th Ave NW. I really want it extended to 15th Ave NW and NW 85th Street/Crown Hill. I feel that it should be underground - especially since the city has allowed giant condo and apartment complexes along that corridor - an above ground tracks and stations is the city/sound transit taking another shit on Ballard. I will refuse to vote for an above ground option.

Communication ID: 348624

Name: Martyn Mahoney

Comment:

We were terribly upset to hear of the plans to potentially demolish our house on 41st Ave SW having only bought the property 2 years ago, a block away from close family who also would lose their property having lived their for 40years. We urge there to be more thought given to the tunnling option that would not displace so many families and impact the local West Seattle Neighborhood so dramatically. Given that tunnelling has been the chosen option in other expansion areas this adds to the general frustration that West Seattle hasn't had the same level of consideration. Having ploughed all our money into the house and completed major refurbishment we are also concerned that these costs would not be covered if we were forced to accept a price below the true market value of this bouyant property market

Communication ID: 348625

Name: Monica Kenny

Comment:

Yikes. So light rail that was to be elevated on already wide arterials in West Seattle has now morphed into a project that will clear an entire neighborhood along 41st Ave SW? And then, with southern expansion just extend the pulling down of single family homes and apartments?

This I cannot support. The 5th largest neighborhood population of the city of Seattle deserves a tunnel. If that isn't possible, build it on Fauntleroy, Delridge, 35th or California.

Communication ID: 348626

Name: Juan Garcia

Comment:

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

Juan S Garcia

Ballard resident for the past 7 years

Seattle resident for the past 15 years

Communication ID: 348627

Name: Mike Tanner

Comment:

Hi,

I attended the West Seattle Pigeon Point community meeting recently where ST presented the three options still on the table and suggested making scoping observations. I live on Andover St, near 22nd St. I would not be directly affected by the construction of the light rail, save regular use of Delridge Way, and I am supportive of the proposal to improve urban public transportation through a light rail system. I agree that West Seattle is an excellent candidate for light rail expansion and the proposed station locations.

Duwamish crossing: The Port clearly has a compelling economic motive for minimising disruption from construction which will mean a crossing south of the West Seattle Bridge "WSB") is the most likely outcome. It is clear from the cost estimates that ST is laying the groundwork for this conclusion with residents, as there is no logical construction cost case for a south crossing being more expensive than a north crossing. Having dismissed the "Purple line" tunnel option, this leaves on paper the Red and Yellow options which involve excavating the Pigeon Point slope (which is park land) and displacing dozens of families. My observation is that this does not need to be a fait accompli. ST should investigate crossing the Duwamish river south of the WSB and then turning north (crossing the WSB) at or around W Marginal Way SW and then picking up the planned route of the Blue line. This would minimise the disruption to the Port's Terminal 18, whilst avoiding almost all of the Pigeon Point impact. I would be amazed if this was also not a cheaper option than the Red/Yellow line once you consider the cost of excavating the slope, dealing with the Section 4f impact and eminent domain compensation claims etc. I regularly drive over I-90 and it is amazing the work that ST is doing to cross Westbound I-90 at Bellevue Way, where it is planned that a freeway section 6 lanes wide is only going to close a couple of times for a few hours in the middle of the night to link the sections crossing the freeway. This should be a template for doing the same at WSB/W Marginal Way SW.

2. Pigeon point excavation: ST appears to have grossly underestimated the impact and cost of doing this work. As well as having a much larger impact on Pigeon Point residents (both by losing homes to eminent domain or having the light rail lines significantly closer to homes) the slope has a history of landslides and the land qualifies for Section 4f treatment. The environmental impact assessment is going to be long and contentious and ST should, in good faith, consider all reasonable alternatives. The fact that this was presented as a "cheaper" option compared to the Blue line is unconvincing and suggests that ST is either (a) relying on the Port to kick-in a very large amount to subsidise a non-Blue line option, or (b) expects the Port to demand egregious compensation to accept the disruption caused by Blue line construction. I heard nothing at the community meeting to justify ST's assessment of the comparable costs of the various options insofar as they affect the Pigeon Point neighborhood.

3. Delridge station: The Blue line option should be preferred. Constructing a station directly above Delridge Way will lead to a huge amount of disruption to public transport routes, cycle lanes and car traffic. The Blue line station (and the Blue line route) are also further away from residential areas in Pigeon Point.

4. Line options: The Blue line route is to be preferred through Pigeon Point and along Delridge Way. A way to link a south Duwamish river crossing with the Blue line route at W Marginal Way should be strongly considered. Failing that, the Purple line should be reconsidered.

5. The tunnel option at Genesee beside the golf course, with a north-south station somewhere near California junction is the most sensible option and is worth the additional cost. Reducing the elevation along Genesee is worthwhile and ST should be thinking about the next stage of development for the line which should prioritise under served communities in White Center and Burien as well as considering the potential for growth south of the city.

Thank you.

Communication ID: 348628

Name: Meghan Rushing

Comment:

The safeway underground option makes the most sense for the downtown Seattle group. There is already a parking structure in place to build at the station. California is busy and already has a bus route so a light rail shouldn't cross over it.

Communication ID: 348629

Name: Gilbert Cerise

Comment:

The Ballard Station location needs to be at 15th Avenue NW because it is both closer to the heart of the Ballard Urban Village and because it has better access to north-south and west-east bus connections. I simply do not believe Sound Transit assertions that 14th Ave NW is the better option.

Sound Transit should study at Ballard station option west of 15th Ave NW in the environmental documentation as well. I would place this station option at 17th Ave NW or 20th Ave NW or somewhere in between at Market Street. This western option would allow analysis of a station closer to the center of the Ballard Urban Village.

The light rail alignment to Ballard should avoid any option that includes a draw-bridge that opens for ship traffic or similar elements that adversely affect system reliability. I would prefer a tunnel under Salmon Bay with a tunnel station in Ballard. If not that, then offer a bridge over Salmon Bay that is high enough to not require opening for ships.

In terms of the Purpose and Need, I recommend citing the Puget Sound Regional Council's 2018 Regional Transportation Plan. This project is in that plan. I do not know why Sound Transit is not citing this metropolitan transportation plan in the purpose and need.

Communication ID: 348630

Name: Molly Brown

Comment:

I have recently heard that an elevated line into Ballard above 14th Ave NW is a strong possibility. I want to object to that option as I hope that the line will someday continue past Market street. If it does continue North, 14th is a poor choice due to the newly created park and lack of options to go toward Crown Hill. I have seen the outlandish suggestion that the train would go underneath Ballard High School in a tunnel! You should build it the way the Monorail was planned -

up 15th, or tunnel completely. I would adore a train in Ballard, but I fear the way this will be implemented will harm the neighbourhood irreparably. Please do it right the first time or leave it out completely.

Communication ID: 348631

Name: Charity McCollum

Comment:

Tunnel to West Seattle! Our neighborhood is speaking and people need to be heard. Please take the time to step back and do it right. It might not be the easiest path but it's the right one. West Seattle is a special place, please be thoughtful in your approach and please don't displace our neighbors.

Thank you

Communication ID: 348632

Name: Tia P

Comment:

After reviewing the options, I feel strongly that the tunnel option is the only one to minimize negative impact on one if the few remaining green belt areas in our ever growing city. Please hear our voices as long time residents of west Seattle. The elevated options will have severe negative impacts, especially in pigeon point and duwamish greenbelr.

Communication ID: 348633

Name: Susan Costa

Comment:

We have just taken down the viaduct. The bridges to nowhere were removed. Why would you repeat the mistakes made decades ago here in West Seattle? The elevated train is a big mistake. It will tear down homes, displace families, and separate neighborhoods. Please put the tunnel back on the table.

Communication ID: 348640

Name: Greg Moy

Comment:

Riders should be able to go from angle lake to uw without transferring. This is the main route and many have planned their lives around this route. New extensions are great, but these should be considered as add ons to the main line. Please keep continuity for those who have made major life decisions around the original light rail route.

Communication ID: 348643

Name: Nora Carria

Comment:

Please use a tunnel option for lightrail connection to Ballard and beyond.

Communication ID: 348644

Name: Kip McKenzie

Comment:

Sound Transit Board:

I have recently been informed by our condo board that Sound Transit is considering placing a light rail station in the green space behind our building. Placing a station at this location would severely impact our vertical neighborhood and impose undue hardship on it's residence. The station design envisions elevator shafts accessing the station similar to the Beacon Hill Station. Those elevator shafts would run through our building garage eliminating our parking spaces and storage areas. Like most homeowners, for many of us our condos represent our largest investment. Eliminating our parking and storage would severally impact the value of that investment causing a financial hardship for many of our residents. The loss of home equity coupled with a six year construction timeline, using the Beacon Hill station as a guideline, would make it impossible for most residents to buy elsewhere downtown. This would be particularly problematic for our senior residents who depend on their cars for grocery shopping, doctor appointments, etc. There is not a single residential building within 5 blocks either north or south of our building on 5th Ave. Why would Sound Transit single out the only residential building in the area putting its residents through years of 24/7 construction while destroying their hard earned equity. Why would Sound Transit want to destroy a neighborhood when there are dozens of other options. The selection of the Marion and Madison sight makes no sense.

Our neighborhood at 5th and Madison is a tight knit community. In discussing the issue with my neighbors I can assure you that we are prepared to fight tooth and nail to defend our homes and neighborhood. I would strongly suggest Sound Transit consider options other than 5th and Madison.

Kip McKenzie

909 5th Ave

Unit 1102

Communication ID: 348645

Name: Thomas Im

Comment:

Hi ST,

I was at the event, which I thought was well done. I made a comment before leaving early and I would like to reiterate it here: In choosing the best alternative, I think the community would best benefit from the alternative that creates the least construction impacts while providing with the greatest/best opportunities. In looking at the alternatives, if 5th avenue is chosen, I believe there would be opportunities to build good affordable retail oriented toward small, independent businesses, affordable office space for that could house non-profits, and affordable housing in the location that may be condemned through this process.

Thanks,

Tom

Communication ID: 348646

Name: Tyler Towner

Comment:

For either option (tunnel or lifted), has it been decided how the land will be cleared and which buildings (if any) are demolished?

Communication ID: 348648

Name: Meg McCormick

Comment:

As many in Seattle argue whether or not this city is "dying" from a homelessness problem, how can tearing down existing housing to build an above ground train line possibly be a good idea? This city is growing faster than we can house everyone. Let's not exacerbate the problem.

Please save our West Seattle homes, parks and businesses. Go for the tunnel option.

Communication ID: 348649

Name: Tyler Towner

Comment:

What parking options are being considered? Garage?

Communication ID: 348650

Name: Anthony Nielsen

Comment:

The tunnel alternatives are the best option for future of the West Seattle neighborhood. The higher upfront investment will be worth the reduced resident displacement and improved street appeal of the junction area.

Communication ID: 348698

Name: Bill Barton

Comment:

If they can be avoided, no more tunnels.

The West Seattle Junction E/W option (the red one) has a very poor termination right at the heart of the junction and should be avoided.

The West Seattle Junction N/S option (the orange one) seems to be the best long term approach.

Communication ID: 348703

Name: James (Jim) Kilberg

Comment:

Subject: W. Seattle/Ballard Link extension: Midtown Station Comments

I live at 5th and Madison condominiums located at 909 5th Avenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5th between the Public Library and the Federal Courthouse. Recently it moved to the area along 5th between Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally important, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison

intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, pus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

808 5th plaza area (5th and Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5th and Marion would make a spectacular station and is more centrally located for the skyscraper population. The Rainer Club would make a less spectacular but even better location, especially given the 701 4th ave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse…or across the street in the Public Library. Both publicly owned, both beautiful…and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

James A. Kilberg

909 5th Avenue

Unit 2101

Seattle, WA 98164

Communication ID: 348706

Name: Celeste Delostrinos

Comment:

We live at 5206 41st Ave SW in West Seattle. There are two trees that are over 100 years old on our property, a Douglas fir in the front and a Western hemlock in the back. Both trees are populated by several species of birds and mammals, including owls, bluejays, black phoebes, shrikes and northern flickers. The 5200 to 5600 blocks of 41st Ave SW have additional trees that are over 100 years old as well. An elevated railway would destroy these trees and eliminate the habitats of these species, some of which are rarely sighted and threatened with extinction.

We urge you to spare our homes and habitats from destruction. West Seattle deserves a tunnel just as much as Beacon Hill, Capitol Hill, and Montlake.

Communication ID: 348713

Name: Meredith Walker

Comment:

I live at 5thand Madison condominiums located at 909 5thAvenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5thbetween the Public Library and the Federal Courthouse. Recently it moved to the area along 5thbetween Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a_minimum_of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5thand Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link.

The ideal location is south/west of our block. I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5thand Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

800 5thplaza area (5thand Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5thand Marion would make a spectacular station and is more centrally located for the skyscraper population.The Rainier Club would make a less spectacular but even better location, especially given the 701 4thave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers,more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Meredith Walker

909 5th Ave Ste 1903

Seattle WA 98164

Communication ID: 348735

Name: Walt Kicinski

Comment:

The elevated options for the West Seattle light rail are contrary to city's needs. These options:

*Reduce existing housing in a time of need for more housing and more affordable housing

*Eliminate space for increasing higher density and affordable housing

*Eliminate space for urban parks necessary in high density neighborhoods

To go south from the West Seattle Junction would require the elimination of 1000s of existing residences and potentially more in a higher density zoned environment in the future. This is a massive exacerbation of the above issues. A north-south orientation at the Junction is folly and should be taken off the table for consideration.

*Small lot rezoning means not only will one house be taken out, but the possibility of three in any lot reducing the goals of affordability and increased density of housing

*At least three schools will be negatively impacted by these elevated options, either through direct displacement or through elevated noise levels detracting from the education process. The disruption during the construction period would also pose a danger to children who walk to school from the surrounding neighborhood. Since each of these

schools is affiliated with one religion, Christianity, it would appear Sound Transit is ignoring the apparent discriminatory aspects of these elevated options.

DO IT RIGHT NOT RUSHED - learn from the viaduct - elevated in earthquake Seattle is a bad idea regardless of how good you think your construction technology is. Elevation will not only create all the negative impacts listed above but also destroy neighborhoods, church services and educational processes. There is only one intelligent solution and that is to tunnel the light rail line. It is outright discrimination to have created tunnels in neighborhoods throughout the city and now come to West Seattle and say "We've overspent elsewhere and now you must take the crumbs of intelligent design."

Communication ID: 348739

Name: Per Junkerman

Comment:

I am a fourth grade teacher in West Seattle. Here are some of the comments created by my class:

If the light rail is created, kids might get scared of the loud sounds overhead and stop playing outside. That would be devastating. If there was a crash, anything below the track is done for. A minor accident could lead to significant destruction.

The light rail creates a lot of noise. A noisy neighborhood leads to property values decreasing. Imagine if you bought your house for $700,000 and now, a disgusting concrete structure is towering next to your bedroom window. The price of your home just dropped significantly and now, you've lost about $100,000 - $300,000 dollars in home price.

If we have a light rail system that travels above houses, the sounds and vibrations takes away peoples' ability to sleep. Loss of sleep could lead to depressions and in serious cases, death.

Communication ID: 348741

Name: Kelly McCaffrey

Comment:

No park land should be sacrificed for this light rail project. We have access issues to ample parks as it is. Absolutely no light rail through Camp Long!

Communication ID: 348742

Name: Anonymous

Comment:

Adding Light rail should improve a neighborhood, not destroy it. This is a limited commuting convenience for very few and West Seattle as a community is opposed to defacing and destroying homes for a slight advantage to those that can't drive. Select the YANCY STREET/WEST SEATTLE TUNNEL, add it to the EIS.

Stay out of the Alaska Junction, Do not take residential homes, do not create an eyesore for anyone that is left in the community after any existing tax paying residents leave to get away for this ridiculous train.

Communication ID: 348744

Name: Anonymous

Comment:

Focus on making the YANCY STREET/WEST SEATTLE TUNNEL, the route of least damage and destruction to the community, and add to the EIS. West Seattle does not have any further interest in street or elevated train route to nowhere.

Communication ID: 348746

Name: Anonymous

Comment:

West Seattle does not want and ELEVATED or STREET level option and does NOT want homes demolished to accommodate an easier commute for the limited few who will be left to commute to sodo. Eliminate the Avalon station as redundant to mitigate cost and/or combine the Avalon and Alaska Junction station option to the Totem Pole Park or triangle area. No one wants a train in the Alaska Junction, or better yet run all the way down Delridge to the underserved served communities that maximize the utilization of the mass transit now in use and require more service. I prefer you stay out of west seattle and mismanage your funding elsewhere. I will never ride this train - I have never rode any of the trains you have already built. I did not vote for this nightmare. I am a long term west seattle resident who has paid taxes and participated to build a neighborhood and community that I wish to be a part of - I do not owe a hideous, ugly, loud train to amazon transplants that cannot use the mass transit options currently in place - because ST and Metro will not put effort into upgrades that meet the needs of taxpayers. Between bike lane circus roadways, trolleys, ferries, water taxis, shuttles, ride 2, buses, and streets that are not maintained - I see no justification for an over-priced train. And the excuse that someone in Tonasket or whoever moved to Ellensburg voted for it in the distant past does not represent me and it a tired old excuse. A marginal vote long ago is a sad motivation and not reflective of the current community that is being run over - quite literally.

Communication ID: 348750

Name: David Obuck

Comment:

I favor routes that minimize impact to existing businesses and neighborhoods in West Seattle. To me that means either tunnel, or if that is cost prohibitive, then follow existing arterial routes. I think the current proposals in the Junction area near where I reside do not seem to have a lot of thought behind them either budget-wise or regarding overall impact. The need for expandability is important but we should be talking about how that expansion would play out in real terms. For example, if you do elevated down 41st Avenue SW, how do you theoretically expand southward in a cost effective manner? The elevated Alaska station seems reasonable but appears already to be rejected. However, why is that option so difficult to extend south? In all cases what would an extension look like? I think these things need to be presented before the May decisions are made.

Communication ID: 348751

Name: Sharon

Comment:

I advocate strongly for a tunnel to minimize changing the character and disruption on the West Seattle neighborhood.

Design of the "Elevated 41st South of Alaska" proposed route will eliminate 90 – 120 residential units as calculated by Sound Transit. These are beautiful homes. In addition, the "Elevated 41st South of Alaska" route would be a mini-viaduct bisecting the Junction urban village.We request a tunnel similar to Capital Hill, Beacon Hill and the U of W. Why should West Seattle get an eyesore structure!

I urge the Stakeholder Advisory Group (SAG), the ELG, and the ST board to continue to move forward with the proposed expansion of light rail to the West Seattle peninsula as rapidly as possible. It is imperative that the proposed alternate "Purple Line" which as proposed would cross the Duwamish River at a more southern location be included as part of any upcoming EIS scope.

Communication ID: 348759

Name: Billie Young

Comment:

The stop should be as close to California as possible without causing major disruption. Tunnel or surface are best options. We need it FAST!!!! Soon!!!!

Thanks

Communication ID: 348760

Name: Richard Lazeres

Comment:

The tunnel option to West Seattle not only saves more houses, disrupts fewer lives and disrupts few businesses, but is also the only option that logically positions light rail for further extension south. To be above ground at Alaska Junction means above ground at Morgan Junction and after that there is nothing but hills and houses to White Center and Burien. Being underground in this hilly highly residential neighborhood makes sense. It's like downtown to UW, only not as rich.

Bisecting West Seattle with an above-ground rail system is totally unacceptable. It destroys community and destroys homes.

Communication ID: 348770

Name: Lee Kellett

Comment:

I believe that the Alaska Junction link extension should enter the Junction via an underground tunnel. An elevated rail line will be unsightly at best, and noisy, and will likely devalue properties too near the rail line. In an area as popular and vibrant as West Seattle and the Junction, why would we ever consider a short-sighted plan such as this? With the billions of dollars taxpayers continue to approve for transit projects, we deserve the best solution available and expect this to be managed properly so as to assure that the project comes in on budget - even if that cost is higher than overhead rail.

Please - consider seriously the eyesore that an overhead rail would be in our neighborhood.

Communication ID: 348771

Name: Ariya Kilpatrick

Comment:

SW Genesee St guideway and Delridge Station: I strongly prefer that Delridge Station be according to the orange line, above Delridge Way and between Dakota and Andover. This location allows for more access by people living in north Delridge while not forcing many people to have to relocate. Since the station is right above Delridge Way, it's easily accessible by public transit both northbound and southbound. Buses will stop and go without having to turn around or get back on to the road, which may cause more traffic congestion.

2) Light rail coming out of the Delridge Station should go underground on the side of Genesee Street up to Avalon. The street surface on Avalon is limited and there are already limited off-street parking; therefore, keeping the rail underground would allow for more rooms for parking and bike lanes. As much as we'd like to reduce the number of cars in the city, the best mode of transportation for some people will still be driving because light rail doesn't go near their work and driving is still the most convenient and efficient way to commute.

Communication ID: 348774

Name: Amanda Goss

Comment:

Please do not take over the parking lots in West Seattle junction. While they might seem like easy pickings, they provide a vital lifeblood to the local commerce.

I have no specific preference on the route from West Seattle to downtown except please choose a route that has the least impact on small businesses. There are so few places for them I fear there won't be any viable alternatives. There are many in the West Seattle junction, hence the priority to maintain parking there. This also helps seniors and people with limited mobility to access commerce and services locally.

Build it so it can be expanded in future years.

Choose the locations to make transfers easy.

I don't see the value in the tunnel options given the significantly higher cost.

Communication ID: 348775

Name: Jenny Mason

Comment:

I can't believe that anything other than a tunnel is even being considered. Building a light rail over homes and through neighborhoods in West Seattle should not even be a consideration. We have worked very hard to be able to buy a house in this community that we love so much. A light rail traveling over my home (or me needing to move so that my home can be demolished for light rail) is something I never would have thought would be on the table. Please choose the tunnel option. West Seattle needs to remain the sweet, quiet community that we love so much. People's homes should not have to be demolished and views replaced with a concrete eyesore in order to have rapid transit. Thank you

Communication ID: 348780

Name: Andrew Howard

Comment:

Hello -

I've been reading about the options for a Ballard Light Rail station. The obvious answer is a tunnel under Salmon Bay and a station at 15th & Market, preferably with access to & from both sides of 15th. It is central, gives easy access to residents on either side of Ballard's biggest intersection and would be the least disruptive to neighborhoods.

If you are really favoring 14th, you will have chosen the worst possible location. It is much further from where most riders will want to go (downtown Ballard and all the new condos, restaurants and shops, duh). It will create a

pedestrian disaster at 15th & Market, and it will destroy a long length of neighborhood. It would be worse than nothing, and I'm a big fan of light rail.

Be like every other major city and put the station where people want to go. It's going to be disruptive regardless but will be worth it if done right.

And don't tell me $350M vs $100M is a legit reason - we all know that those are just guesstimates anyways.

Regards,

Andrew Howard, 20+ year Ballard resident

Communication ID: 348782

Name: Alix Gierke

Comment:

I feel strongly that the proposed n/s up 14th line is too far east of the vibrant heart of old Ballard (market and 22nd).

Market and 22nd is the epicenter of restaurants, shopping, businesses, and library and events at Ballard commons Park (which, by the way, would be a lovely place for a below ground station). This location makes the Nordic museum accessible whereas 14th as walkable to the museum.

If this is not possible, in that same location, an e/w line to u-district would be more preferable as traversing e/w takes more time than n/s.

Ballard is a wonderful destination for foodies and culture alike. Light rail would be a wonderful asset so long as it's accessible to the heart and draw of Ballard.

Communication ID: 348783

Name: Juan Garcia

Comment:

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality

of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

Juan S Garcia

908 NW 58th street

Ballard resident for the past 7 years

Seattle resident for the past 15 years

Communication ID: 348784

Name: Kent Riersgaard

Comment:

We look forward to seeing which alignments go into final review. Thank you! Kent Reiersgaard

1: Tunnel is the best option in West Seattle

+The elevation gain between Delridge and the West Seattle Junction is significant. It's hard to imagine how an elevated line is feasible from both an aesthetic and engineering standpoint.

+Removing prime developable land contradicts Transit Oriented Development goals and compromises the ability to build residential and commercial development in the area surrounding the key West Seattle Junction station. For this reason, an elevated line is a subpar option..

+The elevated Yellow/Orange line would diminish transit-associated development gains, completely ruin the character of the neighborhood, and contradict Sound Transit's goal of increasing quality of life. The Yellow/Orange option is reckless.

2: West Seattle Junction Station Location should be on Alaska at 41st

+An underground alignment that brings light rail to the West Seattle Junction – the heart of the peninsula – is the most effective way for ST to achieve it's goal of having the greatest impact, and it's the only alignment option that fully meets ST's mission to "connect residents to where they live, work, and play".

+Although it means our home will be subject to eminent domain, the line should terminate at 41st / Alaska (Bank of America parking lot) for optimal positioning.

The value of the line (from a ridership perspective) is greatly diminished if the line terminates at Alaska/Fauntleroy.

However, the line should be developed with an eye on creating a pedestrian/transit-forward walkway on Alaska between Fauntleroy and California.

3: Put the Avalon Station on hold for cost savings

+We understand that tunneled light rail may lead to increased costs and believe any additional costs should be considered an investment in the long-term health and viability of the West Seattle neighborhood. However, we also understand that reduced need for property acquisitions will help to offset costs.

+Defer development of the Avalon station in order to further reduce costs, speed up project delivery, and enable ST to evaluate ridership.

Communication ID: 348789

Name: Kara Beauvoir

Comment:

I am adding my voice to request you reconsider the purple line option. Please consider the environmental impacts of this and the other two options being more heavily considered (South of the bridge and North of the bridge that the Port is against).I am strongly againstthe elevated option favored to run along the south side of the WS bridge and concerned about the impacts. During the EIS process, consider that there is a heron rookery in the trees at the NE corner of the hill that would be effected as well as a huge chunk of greenbelt and hillside with green-space and homes.

Thank you for considering public comment,

Kara Beauvoir, resident

Communication ID: 348791

Name: Daimon Eklund

Comment:

From SODO to Westlake stations, where possible please include easy transfers between lines (reduced distance/level changes for people switching from one line to the other, for example trips from south Seattle to Northgate which require changing lines). Travelers should have easy options to switch without long walks/level changes.

Ballard high bridges options are preferable - bridge opening delays will ripple throughout the system.

Communication ID: 348793

Name: Art Lewellan

Comment:

Hey, sorry/ I was forwarded here to propose a monorail notion. Anyway, down at City Hall a Circulator Monorail proposed idea left open a Northgate Ballard/West Seattle SeaTac Monorail 2200 future world scenario debate monorail complementary to link? I've always been a believer in the missing link.

Okay then. Alaskan Way Streetcar below swooping south monorail car!

Exclamation point not question mark. Exclusive world wonderland living on!

Thanks. I didn't want my previous, "okay then wonderland" silliness to be my last word.

I was picturing a sleek single-track monorail and a West Seattle hills wonderful background view.

The once treasured AWV views regained on the Aquarium/Coleman/Expo Hall rooftop views.

There the 180degree turn north on 4th Ave a sleek single-track to KOMO, 1-track loop around Seattle Center with 4 stations,

all-weather tunnel entrance to Flag Dancehall & Center House basement. Due west guideway above plaza

turning north then east on Mercer then south to KOMO, the only 2-track station (the better to re-enter event venues).

Mercer Parking garage is the maintenance facility barn for 7 cars and a parking garage station.

A lot of effort went into this and other transit designs since 1994. The LOTi Project is the work's namesake.

The Circulator Monorail is based on a concept design theory of the missing link in transit design: Circulators.

I'd like my work to receive a fair review. I have so requested a formal review of my "14-Page Pamphlet"

which is completely shelved and forgotten at Portland City Hall and Metro. Most Oregon rail advocacy groups

reject MAX on Barbur Blvd as poorly engineered, regrettably high impact, less than predicted gain.

Thanks again for hearing me out on these transit issues for your city and mine.

And please, as soon as possible give self-driving 'driverless' car tech its final flat out rejection as nonsense, please.

Current GM/Ford hybrid drivetrain models should remain in production, especially for utility vehicles. Art Lewellan

Communication ID: 348797

Name: Colin Spikes

Comment:

Hello,

First, thank you for running such a participatory process that has heard the voices of people throughout the community. I'm a big supporter of the initiative to build light rail to West Seattle. I haven't been able to attend any community events yet, but wanted to comment nonetheless. Below are my thoughts and priorities.

For demographics, I live at 17th and Dawson in the 98106 area code. I am a 32 year old married male that commutes to downtown via bus, bike, and occasionally my car.

What matters to me

Build it as quickly as possible. We need relief from oppressive traffic and slow transit commute times as quickly as possible.

Prioritize the views of riders,not a minority of people whose property or views will be affected. I've heard a vocal minority are advocating for a more expense and time consuming option to tunnel to West Seattle to preserve their aesthetic preferences and property. I'm opposed to anything that's going to slow this project down. As someone who may still be working and living in Seattle when this project is complete, I urge you to consider younger riders like me, and the future riders, in balance with the perspective of mostly older property owners who don't use transit today and will not use the light rail in the future.

Connectivity to Delridge. As someone that lives up the hill from Delridge and rides the bus through this area, I have a strong vested interest in a station in this area. I imagine connections to the Junction/Avalon would be difficult to make, rendering the Light Rail a poor option for me. And again, consider the riders, often lower income on the Delridge corridor that would benefit the most from an equity perspective to have a better connecting to downtown Seattle and beyond on a regional light rail system. I ride the 125, if it ran more frequently and connected to the light rail it would likely improve my commute time and connections to areas beyond Seattle, such as Bellevue.

Thank you again for hearing the views of everyone involved and making email a forum to share it for those that haven't been able to attend community events yet.

Cheers,

Colin Spikes

Communication ID: 348805

Name: Sean Robertson

Comment:

Seattle Transit Blog mentioned a potentially new idea for an elevated line to the junction in a post on 03/26. Would love to see you all look at an elevated Fauntleroy alignment turning sharply south onto 41st Ave SW for the junction station. I'm concerned about how upset the people who would lose their homes are and their potential to slow the project.

Communication ID: 348812

Name: Ryan Sales

Comment:

I have lived and worked in West Seattle since 2000. I have 20/80 - 20/200 vision. So, I do not drive. I have bicycled or used Mettro. I use train/bus transit wherever I travel. Whether to the Alaska Junction, Admiral Theater, Portland, San Francisco, London, or Paris. Raised (above street transit) in West Seattle makes no geographic, commuter friendly, or fiscal sense. Streets in West Seattle, are to this day graded for on street transit. A West Seattle street-rail service with

multi-point metro bus hubs, linking downtown, Southcenter, Ballard, and Sea-Tac would with the existing Metro Rapid-Transit, and other existing routes. Having a multi-hub system means fewer West Seattle busses, easier access bus hubs, and a contained street-rail system. California Ave, 35th Ave SW, Avalon, Admiral, 16th Ave SW, Roxbury, Westwood, and Alki are all sensible existing street-rail hub points for bus linking.

Communication ID: 348816

Name: Anonymous

Comment:

No need to split the Alaska Junction or any of West Seattle.

Select the YANCY STREET/WEST SEATTLE TUNNEL as the path of least resistance and minimal Destruction. No residential homes destroyed for the privileged few. Lower cost option with fewer stations and then we can get on with arguing about the next transportation option in vogue for another ten years. Or we can always vote again and 51% will not vote to tear a path through west seattle for convenient commute for the minority. ELG has a separate agenda from the voters and residents of West Seattle. ST3 has no say in anything West Seattle, they are not elected and stole tax money with arcane fees and deciet.

Communication ID: 348820

Name: Rick Krochalis

Comment:

Dear Ms. Swift,

I am writing as an individual member of the public in response to the Federal Transit Administration's notice of Intent to Prepare an Environmental Impact Statement (EIS) dated February 12, 2019 and amended notice dated March 11, 2019 extending the comment period.

I have three requests that I explained in further detail below:

* Eliminate or modify the Sound Transit "representative" alignment as part of the Draft EIS and defer selection of a preferred alternative until the additional preliminary engineering work is completed.

* Evaluate the feasibility of a consolidated multimodal transportation station as an integral part of the new C-ID station, regardless of whether a 4th Avenue or 5th Avenue alignment is eventually chosen.

* Explore and evaluate Transit Oriented Development (TOD) in all station areas as integral feature of the analysis of each alternative and individual station siting. Consider different governance models to partner with Sound Transit for possible joint development opportunities.

My first comment is that I appreciate the intensive level of Sound Transit planning community involvement that has gone into the development of alternatives to be considered in the EIS scoping process consistent with 23 CFR part 450.318. It should be noted, however, based on this referenced regulation, and I quote, with emphasis added that:

"Specifically, these corridor subarea studies may result in producing any of the following for a proposed transportation project:

(1) Purpose and need or goals and objective statement(s);

(2) General travel corridor and/or general mode(s) definition (e.g., highway, transit, or a highway/transit combination);

(3) Preliminary screening of alternatives and elimination of unreasonable;

(4) Basic description of the environmental setting; and/or

(5) Preliminary identification of environmental impacts and environmental mitigation."

My point is that transportation planning work undertaken by Sound Transit to date can certainly be used for preliminary screening of alternatives and preliminary identification of environmental impacts, but scoping under NEPA and rigorous analysis performed as part of the Draft EIS process must be used to determine and analyze the reasonable range of alternatives studied by the lead agency, Sound Transit and the Federal Transit Administration. The "representative" alignment used by Sound Transit to compare other alternatives during this pre-NEPA planning process is not required ot be selected without any modification to be one of the alternatives subjected to detailed study in the Draft EIS. The Sound Transit analysis presented to the Elected Leadership Group on February 1, 2019 and the Stakeholder Advisory Group on January 30, 2019 showed several charts labeled Level 3 evaluation, Overview of Key Differentiators and Key Considerations Ballard Terminus Station. What is important is that these charts summarized many low and medium performing evaluation measures for the ST representative alignment as compared to two other potentially higher performing alternatives.

Either the ST "representative" alignment should be eliminated at this time, or a new "hybrid" representative alignment should be developed during the Draft EIS process before elected officials are asked to make a decision on what alternative should be considered the "preferred alternative"." With only concept level design work completed during this pre-NEPA transportation planning and community engagement period, additional preliminary engineering completed as part of the Draft EIS process would allow a higher degree of reliability in selecting a preferred alternative.

My second comment concerns using Sound Transit's stated Purpose and Need statement to develop and evaluate alternatives and select a preferred alternative. Several of the Sound Transit Purpose and Need statements directly relate and support the community's interest in further analysis of an alternative(s) which includes multi-modal transportation and cultural hub linking King Street and Union Stations as a component of the Chinatown-International District (CID) Station. These statements are quoted from the Federal Register Notice dated February 12, 2019 are:

"Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.

Connect regional transit centers as described in adopted regional and local land use, transportation and economic development plans and Sound Transit's Regional Long Range Plan Update (Sound Transit, 2014).

Expand mobility for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.

Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integratino in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies."

The future CID station is the only station where all three light rail lines converge for transfers, is in close proximity, but not connected to Sounder Commuter Rail, Seattle Streetcar, Amtrak Intercity Rail, King County Metro and ST Express buses. Currently, these pedestrian transfers between modes are confusing and riders need to cross busy streets. As far as consistency for the proposal of a multimodal transportation hub in South Downtown with local land use plans and policies, the following excerpts are relevant:

From Puget Sound Regional Council's vision 2040 Plan:

"MPP-T-32: Integrate transportation systems to make it easy for people and freight to move between one mode or technology to another."

"MPP-T-21: Apply urban design principles in transportation programs and projects for regional center and high capacity transit station areas."

Adopted Seattle Comprehensive Plan:

"TG3: Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options."

"TG 7.6: Work with regional agency partners to expand and optimize cross-jurisdictional regional light rail and bus transit service investments that function as a single, coordinated system to encourage more trips to, from, and within Seattle on transit."

I request that Sound Transit evaluate the feasibility of a consolidated transportation station as an integral part of the new CID station, regardless of whether a 4th Avenue or 5th Avenue alignment is eventually chosen.

Finally, I would like to ask Sound Transit to work with the City of Seattle, as a cooperating agency under NEPA based on the Partnering Agreement between both parties signed on January 5, 2019 and December 10, 2017, respectively, to fully explore and evaluate Transit Oriented Development (TOD) in all station areas (See Partnering agreement section 2.3.4) as integral feature of the analysis of each alternative and individual station siting. Sound Transit set the standard for high quality economic analysis studies of potential TOP sites along the light rail corridor from Tukwila to Federal Way and included the results in the Draft EIS for this project. This type of work should be replicated for the West Seattle to Ballard Link Extension. The scope for work TOD studies with the City of Seattle would need to be developed to also take advantage of possible public-private partnerships with priorities set for those stations with the highest potential for redevelopment and increased ridership.

The FTA Rederal Register Notice dated February 12, 2019 page 3543 previewed such opportunities for joint development stating:

"The build alternatives could also include transit related roadway, bicycle, maritime, and pedestrian projects by Sound Transit or others. Those improcements may be eligible for federal funding and could be part of the transit project or constructed together with it as part of a joing effort with agency partners, thereby meriting joint environmental analysis. This could include access improvements around station areas and over waterway crossings. Sound Transit would identify these improvements and could include them as it works with partner agencies."

There is a sufficient planning an development time horizon for Sound Transit and the City of Seattle to learn and adopt best practives from other metropolitan areas with similar TOD opportunities. Both Denver and San Francisco took a long term planning approach to create a compelling vision and agree upon suitable governance models to partner with their regional transit agencies. San Francisco took a long term planning approach to create a compelling vision and agree upon suitable governance models to partner with their regional transit agencies. San Francisco's Transbay Transit Center development was governed by a Joint Powers Authority and Denver's Union Station used three special purpose authorities for its work. Both projects gained federal funding to support these multimodal stations. There are at least two Public Development Authorities in Seattle whose jurisdiction covers the CID station area and other stations may require the engagement of differnt public private partnership entities.

Thank you for the opportunity to comment.

Sincerely,

Rick Krochalis, AICP

Copy to:

Federal Transit Administration

City of Seattle

SCIDpda

Historic South Downtown PDA

Communication ID: 348825

Name: Don Anderson

Comment:

An EIS evaluation is supposed to compare each alternatives impacts with the existing condition and some date in the future, called "no build". For some reason, cost maybe, I think the southern river crossing combined with a Pigeon Hill tunnel got dropped. That is a mistake for multiple reasons:

(1) The Spokane corridor does not serve but a very small portion of Delridge.

(2) The Spokane corridor costs are likely to sky rocket as utilities and industrial s are moved and bought. Those and other unexpected costs in the industrialized crowded area would make the tunnel more competitive.

(3) The Spokane corridor is already transportation bottle necked with more squeezing coming from terminal 5.

(4) The loss of businesses, homes, visual, noise, loss of sunshine, and space impacts can all be avoided by the use of a couple of tunnels. It is worth the cost.

This is a unique opportunity. It will only come around once. Do it correctly, do it wrong, it can't be undone.

Communication ID: 348826

Name: Art Lewellan

Comment:

The Seattle Circulator Plan and its precursor The Circulator Monorail are on record at City Hall.

Its route through West Seattle eventually reached a SeaTac junction with Link LRT. The route north

through Ballard reached a Northgate Junction with Link. Imagine the views of that fast ride. Imagine the much lower impact and pretty stations. The Monorail through downtown was a single-track loop of 6 miles, 14 stations, 4 cars on a 24-minute loop. Oh you never heard about that monorail option? How not surprised am I.

I'm certainly not supporting Inslee and his DOT and Transit agency crew screwballs. I'm sure some good will come from rebuilding Alaskan Way. I support the streetcar in the median, single-track monorail southbound above. ArtinPortland

Communication ID: 348834

Name: Lisa Farmer

Comment:

Hello,

I am writing to express my dismay and concern that we are even considering a south of the bridge option for the new light rail. This truly seems like a no-brainer to me and it boggles my mind that this option is on the table.

The area north of the West Seattle bridge seems the most logical and least impactful on the environment and also on the growing community of West Seattle and it's families. It seems that if the choice is made to run the line south of the West Seattle bridge then the port, with boundless monetary influence has won.

It seems completely possible to build this stretch with minimal impact to the port. There is, for example, a section of the light rail that runs over I-90 currently under construction in whichthey are building it over the road while the multi lane freeway is open! Traffic for the port has a consistent and predictable schedule and in the few occasions that work would need to be done over an actual roadway the schedule could be adjusted.

When we did a recent renovation on our home, we had to take crazy steps to insure that the "erosion prone slope" that we live on was not impacted. Why in the hell would we choose to further erode this already sensitive and heavily impacted area? #superfund

The area north of the bridge is additionally already an industrial area. Why, with Seattle's green canopy goals and recent US climate reports, would we (the evergreen city) be thinking of removing a green space? This particular green space contains a heron rookery that is located in the green belt on the northeast corner of Pigeon Point and is a field trip activity for local schools, community groups and neighborhood families. The rookery would no doubt be killed with a south of the bridge solution. These birds return every year to lay their delicate eggs, nurture them and teach their babies to fly. We have coyotes, owls, etc. Has an environmental impact study been done?

The additional noise impact on the entire Pigeon Point and Duwamish greenbelt would greatly increase running this line south of the bridge, why would we not place it in a location that is already noise polluted? See this article https://www.sciencedirect.com/science/article/pii/S1984006314000601 about environmental noise and sleep disturbances. The communities in that area are already negatively affected by the train noise and by NuCor.

Seriously, folks. Let's make an environmentally sound and family focused choice for once. You are already stressing families in the west Seattle area by permitting all these new ugly and environmentally toxic buildings without parking. The Seattle that I grew up in was so honorable, environmentally focused and diverse. I give no thanks to the nod to big businesses, the gentrification and movement away from our northwestern values.

North of the bridge if you want respect,

Lisa

Communication ID: 348836

Name: Vince Pagliaro

Comment:

I live between Oregon ST and Genesee ST. I'm very opposed to a overhead rail system going through my neighborhood displacing people out of their homes. And for what sound transit need. Are metro bus system been working fine for years. not everyone wants to ride the bus, not everyone wants to drive a car, not everyone wants to ride a bicycle, not everyone wants to ride a railcar. The best option I see is a tunnel. With the city Council on board with Sound Transit acting like a government. would come up with creative financing for a tunnel instead of buying up peoples homes. Wake up City Council. Vince Pagliaro

Communication ID: 348838

Name: Anonymous

Comment:

It would be great if it were possible to move the Ballard station closer to the center of the urban village, as shown in:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 348843

Name: Anonymous

Comment:

This is very poor planning for Ballard. There's no parking it's too close to St. Alfonsis school and church. There are many elderly who would be unable to even park in this area let alone get a parking spot for the transit. Please reconsider this. Thank you

Communication ID: 348847

Name: Janet Lippincott

Comment:

ABSOLUTELY only support the underground tunnel. The overhead option will ruin the entire WS neighborhood feel and one of the main reasons i recently moved to this area. It will have a major negative financial impact on the downtown area which is the life center of WS. No one wants to hear the noise of transit while eating or shopping on CA ave, people will go elsewhere. As well I can't even imagine the negative impact overhead transit will have on home values within sight or hearing distance of the disturbing sounds from the transit. I would prefer no transit to overhead transit.

Communication ID: 349195

Name: Peter Perez

Comment:

Please consider expanding the West Seattle Light Rail to High Point and serve SHA's largest community! Thank you, Peter

Communication ID: 349196

Name: Brook Peters

Comment:

Would be a preference if the line followed Fauntleroy and station was facing east/west on Alaska. It would be great if future south expansion went from Delridge toward white Center, rather than facing the southern tracks to cut through 41st/42nd/44th in the Junction.

Great to scope future southern expansion from both Delridge and from the Junction and number of people serviced. We do not need a station at Morgan Junction going south in the future. The southern future expansion plan would be much better from the Delridge station. Let's think what make logistical sense. This line in the future could serve both Delridge, Westwood, White Center and Burien.

Please consider noise, physical size to West Seattle Core. Tunneling would be ideal, but I also would hope there would be a compromise.

Communication ID: 349197

Name: Libby Page

Comment:

I am in favor of a West Seattle tunnel option, however I am not in favor of an underground terminal at the junction. It is shortsighted and is not conducive to expansion to communities south of West Seattle (egg White Center, Burien) in the future. ST should do more community engagement with people living along both the 35th and Delridge corridors..

Communication ID: 349198

Name: Anonymous

Comment:

Tunnel only!

Communication ID: 349199

Name: Karin Youngberg

Comment:

I think 14th is appropriate for light rail.

Interurban rail ran down Phinney to Fremont, and north to Everett.

14th is zoned neighborhood commercial and makes sense to improve access for those east of 15th nw.

Communication ID: 349200

Name: Sharron Ruhlen

Comment:

Locating light rail on 14th Ave NW will totally destroy the neighborhood and a number of small businesses will be forced out. 14th is a local arterial used to get to the businesses on Leary Way and 45th. Our neighborhood has limited access to 15th NW because St. Alphonsus school closes off the street during school hours. To go south on 15th, the only light is at 60th or Market. 14th is needed to access either of those lights.

A tunnel with underground stations at Market and 15th NW would serve the neighborhoods on both sides of 15th. That intersection has good pedestrian access and crosswalks.

Communication ID: 349201

Name: Susan Scanlon

Comment:

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality

of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you

Communication ID: 349208

Name: Joan Peterson

Comment:

I am writing in response to the light rail proposals to West Seattle. I support the expansion of public transit in the city so as to decrease car traffic and move people more efficiently. I disagree with one of the potential routes, to have north-south orientation elevated train route down 41st Ave SW with possible expansion to Burien. West Seattle is one of Seattle's oldest residential neighborhoods. West Seattle has always been a family oriented community with a number of families living here for several generations. West Seattle has strong neighborhoods, neighbors looking out for and assisting one another. Building an elevated train would destroy one of those neighborhood areas. It would displace hundreds of families and forever change the landscape of the area. There are added costs to the project containing elevated trains such as the amount spent to buy home or business owner properties at market value as well as the cost to the city of losing property tax revenue. As with other neighborhoods that now have light rail, Beacon Hill, Capital Hill, the University District, and soon Bellevue all have tunnels preserving the landscape on top. I feel that West Seattle also deserves to have a tunnel. A tunnel would preserve the traditions of the Junction area. I understand costs and a tunnel would increase those costs. I suggest we employ strategies similar for funding other tunnels by either obtaining additional sources of funding as for Bellevue tunnel, or modifications to the plans to decrease costs. . For a goal to expand service to Burien, alternatives could be to extend the Tukwilla track to the Burien Transit Center, or a route down a major thoroughfare such as Delridge. I do however think a tunnel is the best option through the West Seattle Junction and surrounding residential areas.

Thank you for your time and consideration.

Joan Peterson

Communication ID: 349218

Name: Susan Davidson

Comment:

The project needs to make sure that

Transit stations are close to existing bus stops & routes

Design is extensible to plan for future growth of public transportation

Communication ID: 349219

Name: Anne Wagner

Comment:

Hello - As a forever resident of Ballard who currently owns a home on 14th Avenue N.W., I am writing with as much earnest as I can express, asking you to please respect and consider preserving this precious neighborhood - we've seen so much of the heart and soul of Ballard disappear that I'm simply asking that you opt for a version of the light rail that is less invasive to the neighborhood - one that runs underground on 15th Avenue N.W. - a street that is already a high transit area for the neighborhood - rather than a plan that includes an elevated railway that runs down 14th. Avenue N.W. Please, please do this to preserve this amazing area of Seattle. Please provide us with a plan that does not run us out of our neighborhood and cherished homes.

Thank you for your consideration.

Communication ID: 349220

Name: Cara Figgins

Comment:

We need to place higher densities in West Seattle and consider increase density in West Seattle to create more affordable housing not eliminate it by putting a raised train through neighborhoods. We need avoid suburban sprawl, and provide more healthy housing options for people living in denser urban settings by putting in a tunnel that would support further development of available housing. We have planned to put an additional dwelling unit on our property as permitting allows and we would not do this if a raised train is put in our neighborhood.

Communication ID: 349221

Name: Jill Gagliardo

Comment:

Crossing of the Duwamish. I like the Northern option.

Communication ID: 349222

Name: Eric Cozens

Comment:

Please, please consider the underground station in West Seattle. The current proposed above ground solution would ruin the neighborhood.

Communication ID: 349223

Name: Martin Talarico

Comment:

I support a tunnel entering West Seattle to the Alaska Junction. Although more expensive, a tunnel is safer during an earthquake and will displace less homeowners. It will also have less of an effect on the neighborhood.

Communication ID: 349224

Name: Andrew Katz

Comment:

I support an elevated alignment designed for future expansion. If third-party funding is indeed secured, it would be best used expanding the Link light rail line, or delivering RapidRide upgrades, sidewalk additions, and new protected bike lanes faster than currently planned. The EIS should look at the potential negative impacts from increased single-occupancy vehicle traffic if the West Seattle Link line isn't extended southward to, say, Morgan Junction or High Point. It is time to abandon the indulgent pipe dream of a West Seattle tunnel.

Communication ID: 349225

Name: Michael Nothum

Comment:

I live near Ballard High School and the elevated rail and station proposal for 14th St is concerning. I realize the neighborhood is changing and I love the thought of having more density and the increased transportation that the light rail would provide. I just can't imagine how an elevated design like what is being built by Northgate could fit on 14th St. It seems so out of scale with the neighborhood. I would strongly support a street level or underground proposal.

Communication ID: 349226

Name: Deborah Anne Organ

Comment:

Your agency is clearing favoring the elevated approach in West Seattle, but went with the tunnel approach in Queen Anne and Capitol Hill, and that indicates that some citizens and neighborhoods are considered more worthy. The WS neighborhoods that would be mown down have equal value to the families who live in them. If the Junction station is above ground, that'll be a juggernaut hanging over WS, waiting to rip through all the southern neighborhoods. Please keep people in the calculations. There are people here who don't have much but their homes. Even if people are paid for their homes, there is no where else here to go. The shame of the I-5 devastation shouldn't be repeated when an option like tunneling exists.

Communication ID: 349227

Name: Joshua Huisenga

Comment:

Light rail into the junction should be a tunnel. Plain and simple. Station at the Bank of America site on Alaska, midway between Fauntleroy and California. Turns south underground, this saving the neighborhood a massive slice down the middle and a ton of surface interruption to pedestrians and traffic. Running an elevated line is highly undesirable. Ending the line pointed east is also a no go. It will ensure any extension south will be a pain in the ass in every way. Excited for light rail, but please do it right.

Communication ID: 349228

Name: Natasha Mosher

Comment:

I am a Puget Ridge resident and a Pathfinder parent. I ask Transit to consider the tunneling option through the Pigeon Point neighborhood and include it in future environmental reviews and discussions.

There are multiple reasons for this. One, Pigeon Point is the closest dense residential area to the Duwamish waterway and Longhouse. It is an area already impacted by industry - noise, air quality, etc. and care should be given to

minimizing further impact. Two, neighboring Pathfinder School utilizes the outdoors and greenbelt space for much of the outdoor expeditionary learning. Walking field trips, mapping exercises, overnight camping experiences all happen in Pigeon Point. An above ground track will change the nature of this neighborhood and this school.

Pigeon Point is currently a well-utilized greenway for bicyclists and commuters who walk to bus transit on Delridge Way. I would like to see a more thorough environmental comparison which provides the net gains/losses of pursuing a tunnel versus an elevated platform.

Thank you.

Communication ID: 349229

Name: Krystal Miller

Comment:

I am concerned about the cost and delay of tunneling. While a tunnel through the more dense areas along the West Seattle route would be ideal, it would be a huge mistake to prioritize this if additional funds are required, it is causes additional surface street alignment elsewhere on the route, or if it delays or jeopardizes the ST3 rollouts in any way.

I'd also like to advocate considering future southern extensions from the Delridge or Avalon stations. Having the right station alignment will be key in the Junction, yet extending the line down California Ave. or nearby routes only to swing east to connect with Burien in the future seems silly. The alignment of Delridge or even 35th could be much more approachable, with the existing width of the street and serving communities often missed by transit. With a focus on future extensions down Delridge or 35th, we can make sure these design of the Junction Station prioritizes access and transit-oriented development, tunneled or elevated.

Communication ID: 349230

Name: Natasha Mosher

Comment:

I am a Puget Ridge resident and a Pathfinder parent. I ask Transit to consider the tunneling option through the Pigeon Point neighborhood and include it in future environmental reviews and discussions.

There are multiple reasons for this. One, Pigeon Point is the closest dense residential area to the Duwamish waterway and Longhouse. It is an area already impacted by industry - noise, air quality, etc. and care should be given to minimizing further impact. Two, neighboring Pathfinder School utilizes the outdoors and greenbelt space for much of the outdoor expeditionary learning. Walking field trips, mapping exercises, overnight camping experiences all happen in Pigeon Point. An above ground track will change the nature of this neighborhood and this school.

Pigeon Point is currently a well-utilized greenway for bicyclists and commuters who walk to bus transit on Delridge Way. I would like to see a more thorough environmental comparison which provides the net gains/losses of pursuing a tunnel versus an elevated platform.

Thank you.

Communication ID: 349231

Name: Josh Tisdale

Comment:

remember when you build the new rail only tunnel in Seattle you have to connect Westlake Station and International District/Chinatown Station underground so people can switch from one train without having to exit one tunnel and enter another

Communication ID: 349232

Name: Jen Hsu

Comment:

Have we considered building a light rail station in front of the Seattle Public Library?

Improve commute for local visitors each day.

Rail station name will serve as free advertising to further promote Central Library for tourism (many famous buildings have onsite train station) without adding street traffic to already busy CBD.

Communication ID: 349235

Name: Kelsey Sparks

Comment:

While bringing the Light Rail to West Seattle will improve mobility in and out of West Seattle, the raised track proposal will disrupt the community and atmosphere of West Seattle. It will be extremely disruptive and cutting through a residential area, which means tearing down houses and displacing residents, while leaving the remaining houses near it with increased noise at all hours and a decreased in property value. West Seattle is known for its sense of community and being a more quiet alternative to the bustling city, and a raised Light Rail could ruin that.

Communication ID: 349236

Name: Young Fan

Comment:

Can you please consider the new option proposed by Dale Menchhofer for the Interbay-Ballard segment, that was recently posted to the Seattle Transit Blog?

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

The current official options on 14th Ave NW and the east side of 15th Ave NW are both poor choices that are too far from the center from Ballard; most riders would need to cross the 15th Ave NW arterial to get to and from downtown Ballard. It's a frustratingly long wait to cross, and it doesn't make sense for mass transit to be situated so far away from where most riders need to go.

I go to Ballard frequently and am very familiar with the 20th Ave NW & Market St location proposed for this option. It would be far superior to what's currently being considered.

Please take a serious look at this new option and give it fair consideration. The comments on that post raise some concerns but they are being actively debated and addressed. I ask that you reach out to Dale directly to discuss his proposal so that he has a chance to work with you on resolving questions and concerns that you may have.

Thank you!

Communication ID: 349238

Name: Ryan Alger

Comment:

I'm still thrown back as to how we can even be considered for such a disruptive option as the elevated tunnel. As I look to other residential neighborhoods with light rail I don't see this as an example. Look at the communities above the underground rail and imagine a very different outcome with towers, noise, physical barriers. A train thundering overhead, no thank you. If the elected leadership cannot figure out how to extend this benefit as provided other residential neighborhoods.

Further, how does an elevated structure continue south to Burien. Wouldn't existing arterial routes or underground be easier? West seattle is very topographically challenged (see Beacon Hill) and further thought should go into this.

After living in the Alaska junction for now 8 years I can tell you we have a vibrant community and enjoy the neighbors and open community vibe. Uprooting 100+ homes and creating a large, very large physical barrier will certainly negatively affect this neighborhood. Where will the Orange line go from the Junction? How many families in the next phase will be throw out? There should be no sugar coating the Orange line option. It would make West Seattle less attractive overall to residents even with the benefit of light rail installed.

Communication ID: 349243

Name: Jennifer Thompson

Comment:

As a lifelong resident of West Seattle, I have seen many changes in my community. Not all have been for the better. One of the reasons that I always come back to West Seattle, is the fact that there is a sense of community.

By putting in elevated rail lines in order to keep costs down will absolutely kill what is left of the soul of West Seattle. This will displace many of my family members and friends homes that they have owned for 20 plus years. It will turn our neighborhood into a mass of concrete and steel. A tunnel, while more costly, will save many of our neighborhoods in WS as well as maintain the charm and character that people are drawn to. Our density is already so high, it makes no sense to declare eminent domain on so many homes. Sound Transit, you can do better. Elevated rail that will carve up and destroy my neighborhood as well as those around me is simply not the answer.

Jennifer

Communication ID: 349253

Name: Sonia Jaffe

Comment:

I think more consideration should be given to a 20th street station (with a shorter tunnel than previously considered)

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 349254

Name: Susanne Ashland

Comment:

There is an extremely well researched plan that Dale has submitted for a Better Ballard line. We need the very best public transport possible especially as new construction offers less and less parking. The fewer cars in Ballard the better.

Dave's plan is excellent and do able.

I strongly support it.

Thank you,

Susanne

Communication ID: 349255

Name: Paul Balcerak

Comment:

TL;DR: Building a tunnel provides more flexibility from a future-planning standpoint and is the right thing to do because it prevents mass amounts of people from losing their homes, despite being the more expensive option.

Hello. I'm a West Seattle resident and I live relatively near where a potential elevated light rail line would go, but NOT in the path of it (ZIP 98126 on 38th Ave SW).

I really only stand to gain — in convenience, in home value, etc. — from any of the proposed light rail routes, but I believe there is only one realistic option: build a tunnel.

Let's be clear: building a tunnel is more expensive than an elevated rail project and fraught with uncertainty. We saw with the Alaskan Way tunnel how sideways a project can go when even one seemingly minor detail is missed. And there's no way to completely know what's under West Seattle.

However, building a tunnel is the right thing to do — strategically and morally:

• Generally, a tunnel is safer than an elevated structure in the event of a major earthquake (https://www.wsdot.wa.gov/Projects/Viaduct/Status/Blog/tunnels-and-earthquakes).

• The homes in the path of some of the proposed lines can always be torn down at some future date. Building a surface-street pathway is relatively permanent. If we decide the rail line is in the way of something else eventually, it's much harder to move.

• It's unquestionable that building an elevated line would permanently change the character of the West Seattle neighborhood.

• Many of these changes are unknowable.

• People will be forced out of their homes. This is wrong.

• What happens to the area below the elevated line? It seems likely to become a deserted/neglected area, which could lead to an increase in crime/drug use/etc. nearby.

• Because of that, and because of the obstructed views and noise, homes nearby are likely to significantly decrease in value. Because of this, the idea that "X homes would have to be torn down" is actually a much higher figure in the sense that, many more people lose out and would realistically be compelled to move.

• This is a once-in-a-generation decision, and we should consider not what this does to the city and its people five years from now, but what it does 30/40/50 years from now. Seen through that lens, a tunnel becomes, frankly, the most reasonable option.

If you read this far, thank you.

Communication ID: 349263

Name: Michael Manns

Comment:

I am 100% against a raised link rail into the junction that displaces any homes or businesses. The only acceptable above ground version needs to run straight up Fauntleroy from the bridge. It should not go above ground into the intersection of California and Alaska. The West Seattle junction is already losing its charm with these ugly apartment buildings.

Dont destroy it any farther.

Michael Manns

West Seattle Resident.

Communication ID: 349264

Name: Deborah Carstens

Comment:

I support the alternative described in this column: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 349272

Name: Jon Felix

Comment:

Purple line plan please. Elevated rails and stations will ruin the feel of our West Seattle community. Trains in tunnels and below ground stations like on Beacon Hill are assets for the future.

We will get what we paid for. The lower cost alternatives have the greatest expense to the community and future.

The increased investment in tunneling will pay off as an investment should.

Communication ID: 349273

Name: Kathryn Campbell

Comment:

Hi my name is Kathryn Campbell I live in West Seattle. I oppose the yellow line option for the sound transit. I'm concerned that it would destroy our whole neighborhood leaving on scar on West Seattle for generations. Honestly I think the C line is sufficient for us. It gets me into the city, into the center of the city quickly. The bus line provides a very easy access to the city. If anything getting a line light rail line we just really destroy the neighborhood completely. Thank you so much. Have a great day.

Communication ID: 349275

Name: Kathryn Campbell

Comment:

I adamantly oppose a Light Rail, especially the Yellow Line option for West Seattle. The C Line bus is very convenient and works well for me. Having a light rail would change the neighborhood greatly. Our neighborhood is quaint, quiet and wonderful. The light rail would change that. I can get the C bus and get into the center of the city very quickly. The new tunnel and Alaska Way exit helps too. Please do not destroy our neighborhood with a Yellow Line. I plan to buy a house in West Seattle soon, but won't if the Yellow Line is the final decision. Thank you for your time and consideration in this matter.

Best Care,

Kathryn

Communication ID: 349278

Name: Kris Romstad

Comment:

Dear committee,

There is no doubt in my mind that the preferred option for the light rail to West Seattle is via tunnel. The funding for the tunnel should be pursued and secured in a similar manner that the light rail tunnel to UW, Capitol Hill, downtown, etc. was accomplished. I understand the price tag is much higher than some other solutions, however, it is, by far, the best solution for generations to come. Let's invest in our future.

Thank you,

Kris Romstad

Communication ID: 349285

Name: John Sykes

Comment:

Ballard Station must be at 15th/Market to ease bus transfers, serve the greatest number of users, and ease northward expansion. The station must be built to ease eastward expansion via Fremont and Wallingford to the University District. A tunnel is very expensive and a high bridge is preferable, and possibly the savings could be used to extend the line to 65th street.

Communication ID: 349286

Name: Anonymous

Comment:

Honestly, I am shocked that Seattle would even consider building a flyover, elevated light rail into West Seattle. The ugliness, dirt, and noise, not to mention neighbourhood destruction, should be enough to rule this out. I am a huge supporter of public transport, but no first class city in the world is building elevated light rail though residential neighbourhoods. New York and Paris, among others, have pulled theirs down. Think what a huge ,noisy, filthy eyesore the Alaska Viaduct is. Good riddance. If Seattle can't find the money for a tunnel, don't build the light rail. We'll wait.

Communication ID: 349288

Name: Amanda Sawyer

Comment:

I am writing to support the blue tunnel alternative ending with an underground station at 41st or 42nd Avenue SW in the West Seattle Junction. This comment only pertains to the station ending in the West Seattle Junction, as I believe the full end to end option is best decided upon by Sound Transit and their outreach with the communities that other portions of the route reach.

Land is scarce in Seattle. Seattle City Council, King County and even State Legislators know there is a shortage of housing options and affordable housing. These elected leaders have advocated and supported legislation for more affordable housing, more housing options in dense areas and better transportation in the region. To bring an elevated train into the West Seattle Junction we will lose current housing and potential to build more housing options on the land where the track and station will be built. I understand that an elevated option is more cost effective and faster to build, but in the grand scheme of such an impactful project, those can't be the only factors used to decide on how the light rail enters this community. Spending the time and money now to bring light rail into the West Seattle Junction by tunnel will have greater benefits down the road. A tunnel will enable the community to work with The City create a new neighborhood plan that increases density and work opportunities near and above the underground stations. There would be better TOD opportunities with an alternative that is built underground. Long term, a tunnel would enable the WSJ to grow into a community that drives two-way ridership. For Light Rail to be sustainable, the system needs vibrant, dense communities with unique opportunities so ridership isn't just shuttling people downtown in the morning and home at night. So let's use our resources, specifically land, wisely.

I would like Sound Transit to study the following topics in the Environmental Impact Statement:

What is the TOD potential for a tunnel with an underground station within the WSJ Urban Village vs the TOD potential for an elevated track and station within the WSJ Urban Village?

What affects on traffic and access to the West Seattle Bridge will the construction and use of a tunnel have? What affects on traffic and access to the West Seattle Bridge will the construction and use of an elevated train have? (Please note the importance of access to the WS Bridge as it is one of the peninsula's only evacuation routes)

What noise and air quality affects will the construction and use of a tunnel have versus an elevated track and station?

Please study best access for transit integration with busses and access for pedestrian and bicycle for both elevated and tunnel options.

Thank you for collecting comments and taking community concerns into consideration. It is my hope Sound Transit's board considers the upside of an underground station and tunnel into the West Seattle Junction. Cost and timeline are not the only factors to consider when knowing the light rail will be used by our children and grandchildren.

Communication ID: 349289

Name: William Johns

Comment:

A tunnel is much preferable to an above ground elevated train. Regardless of cost and time, making the right decision for the entirety of the neighborhood should take precedence over cheaper cost and quicker construction.

We already have to wait much longer than neighborhoods that aren't even in the city so waiting a bit longer for doing the project correctly makes much more sense.

Communication ID: 349290

Name: Anonymous

Comment:

division of our community by an unsightly and over-bearing elevated line. Would you want to live next to it? We need the additional evidence the EIS will provide before we make a decision that changes the neighborhood forever.

Formal Notice to Sound Transit: Focus on making the YANCY STREET/WEST SEATTLE TUNNEL the route of least damage and destruction to the community, and add to the EIS.

Communication ID: 349302

Name: Chandra Hicks

Comment:

Please consider an option for the Ballard light rail that is not elevated track. I honestly don't care where the station is, as long as the track is under the canal. Having giant structures hovering over (or next to) homes and apartments and casting shadows makes this area feel a lot more claustrophobic and less "city of the future". I understand this is more expensive, but if we're waiting 20 years for this to be built, can we please build something nice?

I am happiest with stations at 14th or 15th, though I can understand why a station at 24th would make sense as well..

Communication ID: 349308

Name: Ann Schumann

Comment:

As you have heard from many West Seattle businesses and residents - an over the street rail option would ruin our area.. Displace residents... No one would want to go to the junction to shop with the noise, people, crowds, etc.

Please put your thinking caps on and come up with another solution. Research what other countries are doing. As far is making the West Seattle community pay as a senior we are already having problems with the continued property tax increases, city light and groceries are outrages. Something has to change. I know when I worked in private enterprise and the company feel on hard times each of salaries was cut 10% until things got better. Maybe the county should do something like this. And the Assesser's office paying for low income seniors should also be researched. I know many that have tons of money - travel, etc. but don't have to pay any property taxes because it is not monthly income. Oh well i could go on...but just keep to the tunnel or other better buslines.

Communication ID: 349309

Name: Kathi Richter

Comment:

This week I attended the JUNO/Sound Transit Light Rail Meeting.

As a resident of The Alaska Junction for 12 years our neighborhood has experienced many changes.

The Urban Village rezoning and building associated with that has impacted our quality of life and continues to do so.

I am in favor of a tunnel extension to the Alaska junction and cannot support any other option. If one of the overhead options is chosen the destruction to homes, businesses and community would be unacceptable.

Many in this community are retired and if given a fair market settlement for their homes, they would not be able to afford to stay in this community.

Sound Transit needs to report the potential housing impact of an elevated track versus a tunnel. We need to have knowledge of the settlement costs vs overhead construction costs.

Have you considered the following:

Dead head the line to the Bank of America lot (one business disrupted).

If an extension is needed going sounth run the extension up 35th or down Delridge.

The Alaska Junction is so congested now a access in that area further adds to destruction etc. Look

elsewhere than right in the Junction.

Give the homeowners that are trying to hang on a break!!!

Communication ID: 349310

Name: Anonymous

Comment:

West Seattle does not want a street or elevated option. If the route is an eyesore then it is highly unlikely that anything further will be voted for to add transportation to the locations that need it most and that is not the privileged few who want a more convenient commute. Anywhere with existing light rail tore down elevate routes long ago as hideous

eyesores that separate the desirability of communities further adding to the have and have nots. Everyone should not have to pay for the convenience factor on the three mile commute for Amazon employees who are temporarily manipulating the community. If west seattle sees the light rail as undesirable any more than it does, all hope for extending to the most underserved parts of the community dissolve. Select the least impacting route = YANCY STREET/WEST SEATTLE TUNNEL, add it to the EIS.

Communication ID: 349311

Name: Anonymous

Comment:

Light Rail should be added as a way to improve the community no worsen it, not take as much land as possible, not take as many homes as you can, not add even more stations that really make any sense, and not bow down to legalese as a dictate to transportation solutions paid for by residence in the community. West Seattle and it's elected officials and advisory group have made it clear repeatedly that west seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Communication ID: 349312

Name: Ann Gateley

Comment:

Staying on time and on budget is the priority. Adding a tunnel for West Seattle is a ridiculous plan that would delay the project unnecessarily.

Communication ID: 349315

Name: Jess Rosebaugh

Comment:

An elevated platform would devastate the commercial and residential areas in West Seattle. The tunnel options should be the only ones considered.

Communication ID: 349320

Name: John Chappell

Comment:

I have no knowledge regarding construction but would strongly recommend keeping the appearance tidy and so tunnels may be more expensive but better for the residents in several ways .. as demonstrated by the viaduct

John

Communication ID: 349321

Name: Yvonne H

Comment:

I recently found out about a proposal to build the light rail in Ballard on 14th. While I eagerly await light rail service in Ballard, building a structure like the one in Northgate over 14th is unimaginable. 14th is predominantly a residential street with a new park. People use that street for walking and biking. It would destroy the whole neighborhood feel of this area.. Building a tunnel under 15th or closer to Salmon Bay where most of the shops and restaurants are located would make a lot more sense in the long run.

Light rail is a costly proposition that should be well thought out. It will affect the Ballard area for decades to come for business owners, residents and tourists.

Communication ID: 349332

Name: Arlene Javellana

Comment:

Dear sirs:

I am a resident at 5th and Madison condominiums located at 909 5thAvenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location. If it is built along 5th between Madison and Columbia the Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. And if one of those entrances were placed on the eastern side of our block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems, puncture our building foundation and consume the only accessible green space in our neighborhood. In addition it is a steep location and relatively far from where most of the potential riders are located.

May we therefore request you to consider an alternative location which will have the least impact to the neighborhood and best use of a property that is already publicly owned, namely under the front lawn of the Federal Courthouse or across the street in the Public Library?

By doing so, the issue of eminent domain will be avoided as the proposed location will: (a) Negatively impact residential lifestyle: loss of parking and storage, ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise. (b) Reduce property values and marketability due to loss of parking, storage and negative impact on

the structural integrity of the 909/901 foundation. (c) Reduce accessible public green space in the Midtown skyscraper area.

Thank you, I hope you will consider our request.

Sincerely,

Arlene Javellana

909 5th Avenue, Unit 2402

Seattle, Washington 98164

Communication ID: 349339

Name: Kevin Freitas

Comment:

Please consider the attached images (above and below) I took along the entire existing light rail line as a matter of public record in my request that future light rail in the West Seattle Junction occupy a tunnel in our neighborhood. These are meant to convey how horrifically out-of-scale an elevated option would be in West Seattle and to illustrate what will literally be replacing whole blocks and bisecting the most walkable areas of our neighborhood.

I can't stress enough: no where else along the entire light rail line is there elevated track in a neighborhood as dense as the West Seattle Junction. And, rightly so, as these lines are basically a step below normal Amtrak or BNSF rail and are far from streetcar-sized trains that fit more easily among well-developed, densified, walkable neighborhoods. The negative impact of bisecting our neighborhood with a new viaduct will be a blemish that will last 100 years or more -- paying a little more now is worth this long term investment.

I request Sound Transit to fairly and_in situ_(e.g. not just estimates based on maps/data -- get on the ground) study the noise, loss of property (and property values), loss of walkability, loss of tree canopy, loss of daylight/increase in shadows, loss of TOD-ready land (and, hence, ridership), increased crime around stations, and equity system-wide where other hills encountered meant the train went underground instead of straight through neighborhoods like First Hill, Capital Hill, and the U District.

I also request that research and discussions into alternate funding options for a tunnel begin now (at the city, port, county, state, and federal level) so we're ready, post-EIS, to move forward with the the tunnel (e.g. best) option for West Seattle.

Thanks, as always, for your work to help invest in a great future for West Seattle. Cheers!

~ Kevin

Communication ID: 349354

Name: Mary Ann Levine

Comment:

We ship large volumes of ocean containers from Eastern Washington to Seattle and Tacoma. It is very important to consider efficiencies to keep freight moving fluidly in and out of ocean terminals. When there are delays this creates huge losses for our industry. Construction projects cause delays. Extensive delays force us to have to make other choices for ocean shipping.

I support public transit as this reduces congestion allowing our truck freight to fluidly move about.

Because of concerns of the light rail crossing the Duwamish River, especially North of the Spokane St. Bridge on Harbor Island as this could have a negative impact on ocean freight movement in this area, I encourage the inclusion of an option that would cross Harbor Island on the south tip of Harbor Island.

It is important that Sound Transit continue to analyze the potential impacts and search for solutions that include alternative routing to minimize the impact of disrupting the fluidity of truck movement.

Communication ID: 349356

Name: Kiera Krieg

Comment:

I think a tunnel is the best option for bringing the light rail to West Seattle. Elevated stations would be largely disruptive to the community during and after construction.

Communication ID: 349370

Name: Matt Harris

Comment:

We support public transit as it provides safe, reliable transportation for Washingtonians. We do have concerns about the location of the light rail crossing of the Duwamish River, particularly north of the Spokane St Bridge on Harbor Island. This crossing has the potential to negatively impact access to Northwest Seaport Alliance (NWSA) facilities. We support the NWSA's request for inclusion of an option that would cross Harbor Island on the south tip of the Island. We need safe and efficient access for trucks from Eastern WA to the Port of Seattle. Roughly 70% of our 10-billio-pound harvested crop is exported as frozen french fries, dehydrated potatoes, or fresh potatoes to be consumed as snack food (potato chips) or table stock. Fluid transportation to the port is vital to our family farms. Construction projects like this can negatively impact the ability of farms and ag shippers to access the port and reach their key export markets. We urge Sound Transit to continue its analysis of these potential impacts in search of engineering or other solutions that avoid, eliminate or reduce them, including alternative routing that minimizes any impact to access by trucks.

The Washington State Potato Commission

Communication ID: 349378

Name: Beau Sitzmann

Comment:

Underground Railroad Please! Don’t take my house!

Communication ID: 349380

Name: Jeanne O'Dea

Comment:

I am opposed to demolishing existing housing in the middle of a housing crisis. It should not wind through neighborhoods. Why isn't it traveling down Delridge where it is needed? We do not need it in the Junction either. There are enough buses that take people where they need to go. Please rethink this disastrous plan.

Thank you,

Jeanne O'Dea

4507 50th Ave SW, 98116

Communication ID: 349382

Name: Wendee Ong

Comment:

Dear Sirs,

Please make sure the correct name for the Chinatown International District stop for the new routes from Ballard and West Seattle will be: Chinatown International District.

I appreciate your diligence in making sure of this correct name.

Thank you.

Best Regards

Wendee Ong

Communication ID: 349384

Name: Sharon Price,James (Jim) Price

Comment:

Regarding the route into West Seattle:

Please keep in mind that if the rail wraps around the south end of the bridge coming in to West Seattle, it would:

Wipe out the north end of the Green Belt

Wipe out the “22nd Ave St. End Park” which the neighbors on 22nd and New Cooper School (now Pathfinder) built celebrated and have cared for since 2002 (I wrote the grant and it has a mounted plaque)

Wipe out our homes on the north end of 22nd (probably 2 triplexes and 2 single family residences=8 families on north end of 22nd)

Leave this end of lower Pigeon Point with a viaduct looming over us/next to us

Better yet we should have the tunnel going through Puget Ridge instead of the viaduct (like the downtown people got)

Second best the rail coming in around the north side of the bridge.

Sharon Price

206-935-1532

3624 22nd Ave SW

Communication ID: 349386

Name: Jeanne Odea

Comment:

Hello this is Jean O’Dea and I am trying to reach you. I've been trying to email it but it never I can never get an email through it just keeps repeating the same questions to me. So I'm calling to say I oppose that yellow line thing through West Seattle and I can't understand why it's not going down around Delridge where it's really needed and I really am against it going into the Junction. We have really have too much going on there and too many buses and I just think we need to rethink this thing because it should not go in to neighborhoods especially there’s no stops or anything it just winding through and ruining houses and ruining neighborhoods. So I'm very opposed to it. My address is 4507 50th Avenue Southwest 98116. I hope you get this message because I can't leave it online. Thank you.

Communication ID: 349452

Name: Laura Hirschfield

Comment:

I’m in favor of the 20th St non-official option. 14th makes no sense to me given distance from Ballard core.

Communication ID: 349455

Name: Kan Liang

Comment:

I live at 5th and Madison condominiums located at 909 5thAvenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5thbetween the Public Library and the Federal Courthouse. Recently it moved to the area along 5thbetween Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a_minimum_of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5thand Madison/Marion area would beinconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5thand Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

800 5thplaza area (5thand Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5thand Marion would make a spectacular station and is more centrally located for the skyscraper population.The Rainier Club would make a less spectacular but even better location, especially given the 701 4thave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers,more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Kan Liang

Communication ID: 349457

Name: Paula Wanska Smith

Comment:

Dear Sound Transit Project Team,Stakeholder Advisory Group, Elected Leadership Group, and the Sound Transit Board:

As you analyze all the data and comments for your final selection for the West Seattle light rail station, consider the advantages of underground stations, especially in the West Seattle Alaska Junction neighborhood, as you make decisions that will determine whether Seattle will become a model city of the future, or a noisy, unkempt metropolis dividing neighborhoods that tried to retain their unique history and character.

If only we had light rail underground…

We could become one of the great cities of the world with parks and open spaces that the people of the Emerald City so love.

Imagine Paris, where you can ride anywhere on their underground Metro, revealing the beauty of world famous museums, the architecture, the Seine River, appreciated by residents and tourists alike. And consider Paris, without the protrusions of a rail line that would create a visual cacophony and disrupt the ambiance of the city. Imagine Tokyo, where theirunderground subway system is a marvel to travel on,extending around the perimeter of the city,intersecting at all neighborhoods– fish market, upscale shopping, the centers of business and commerce.With to-the-second scheduling accuracy, it carries myriads of workers who flock to the city daily,faster and more efficiently than surface transportation. And imagine the Tube in London;and, yes, even Rome has an underground transportation network.

Or we can go backwards to the 1800s and build above ground as Chicago did in 1892 with their noisy, unsightly and grimy L-line that cuts through a city core, that could have been bright and shining and open along the shores of Lake Michigan.

Constructing light rail above ground requires demolishing our homes and displacing families, resulting in a special kind of chaos – constant, unrelenting sound pollution and ugly industrial structures with elevated tracks built directly above the rooftops of our neighborhoods. "Oh, you'll get used to it," you could intone. But it will be ugly – forever. It will be noisy – forever. It will be a blight on our city – forever.

Today we have the unique opportunity to make the right and wise choice to invest in light rail underground, while creating a haven for the natural environment for all of us to enjoy and celebrate. Parks. Open spaces. Spaces that will

allow our city to continue to grow and mature more freely, with grace and dignity. A beautiful city that our citizens can be proud of, and, yes, a city with a world class transportation system. Underground.

I hope, as you consider your final selections, that light rail underground will be the only choice for our neighborhoods.

Thank you very much,

Paula W Smith

West Seattle Alaska Junction resident

Communication ID: 349459

Name: Debora Robinett

Comment:

Has the design team (engineers) considered the challenges of the West Seattle topography in building an above ground light rail that clearly will have significant guideway height fluctuations and exposures that could cause delays or slow service compared with the tunnel option? Now that the viaduct has been replaced by a tunnel, speed into and out of downtown is improved. The tunnel option allows for increased multi family housing and low income housing construction and increased business development above ground.

Communication ID: 349460

Name: Chris Clark

Comment:

Below is a list of my requests, specific issues and concerns and a list of questions for the Sound Transit West Seattle Link Extension:

Save Youngstown/North Delridge Neighborhood

The notification and engagement process by Sound Transit

The Alternatives being considered for the Delridge Station

EIS Transparency

Outstanding questions that have been unsatisfactorily addressed

Save Youngstown/North Delridge Neighborhood

My Youngstown/North Delridge neighborhood is a historic working-class neighborhood that includes many low-income and ethnically diverse families. In two square blocks 90+ family homes are in danger of being razed or otherwise negatively impacted by this project – a project that should be a welcome resource for the residents is instead being planned to displace us. The mix of affordable homes with easy access to the city core, superb transit service and

increasing density is exactly what the leadership of our region professes we need more of. It's a neighborhood that should be served by light-rail, not destroyed by light-rail.

Regardless, below are concerning critical factors that I believe have been overlooked, specifically in the Youngstown/North Delridge neighborhood:

- The density and diversity here are emblematic of Seattle values and will be displaced and destroyed with the current three alternatives.
- There is a historic, quiet feeling to the neighborhood that will be replaced by the industrial aesthetic and noise of the light-rail.
- Delridge runs the entire valley bottom South of the West Seattle Bridge, which currently enjoys a continuous view of the port and downtown Seattle and the Space Needle. This view will be forever lost to EVERYONE on Delridge.
- Our neighborhood already provides challenging 'park and ride' accessibility to Seattle. Parking is already an issue now and - with a station in the neighborhood - will only get worse.

Please do everything possible to preserve the character, diversity and resources of our Delridge community during the EIS process.

2. Notification Issues:

I first became aware of the light-rails impact on my neighborhood in December 2018. From a neighbor. It wasn't until 2019 that I received any direct notification from Sound Transit with information that illustrated the potential impact on my home and neighborhood.

I hope that for ALL FUTURE projects in Washington, there is a requirement for outreach to all potentially impacted owners for these critical and important long-term planning projects in a timely manner to provide REAL and informed input from the communities that will be impacted during the INITIAL planning phase. Because residents (and business owners?) were not notified in early 2018 by U.S. Mail, as we should have been, our input has not been part of the year-long Sound Transit evaluation process. We are now in dramatic catchup mode to get informed and supplying critical input.

I am dismayed that the ST Level 3 routings - that are six months to one-year-old – were finalized without proactive solicitation of comments from the affected neighborhoods or other inclusion during the route selection process. Broader input from our neighborhood began in mid-December 2018 and continues with three, very similar routing options. All three options severely impact our Youngstown neighborhood; destroying many homes and decimating the character of our neighborhood. By the time I became aware of the impact, the Purple Route/Pigeon Ridge Tunnel was already removed from consideration.

The questionable ST outreach communications procedures combined with the limited and biased information provided and the poor responses to the poignant and predictable questions from the impacted residents all combine to an effective 'Steam Rollering' of the people who live and enjoy our neighborhood. THIS SHOULD NEVER HAPPEN AGAIN to another neighborhood as ST continues to expand its services. Ideally, each of the potentially affected residents and property owners should have received information by U.S. Mail, stating, "IMPORTANT: Your neighborhood could be impacted by light-rail construction. You may want to get involved in the planning process. Here's how: ……" during EACH STAGE of the planning process. This did not happen with the West Seattle extension, at least with the homeowners in the Youngstown/North Delridge neighborhood.

I hope Sound Transit is now receiving substantial input and pushback from residents of West Seattle and the neighborhoods that will be obliterated in the next decade.

Sound Transit has made themselves the enemy to the very residents who should be proponents and champions of this project. The lack of empathy for people whose homes are in balance is outrageous and unacceptable. The responses

(or lack thereof) to predictable questions and concerns is unacceptable relative to the perspective of families 'losing their homes'. The leaders with oversight of the projects communications team SHOULD ALL BE FIRED!

3. Alternative Additions & Issues:

ST Level 3 boasts three alternatives but, in reality, all three decimate our Youngstown neighborhood - the current routings and station placements unacceptable. This light-rail infrastructure is designed for the next 100 years. Let's get it right!

The EIS should reinstate and evaluate additional routings that were not given adequate and due process, and consideration based on the atrocious and biased notification issues that prevented complete and thoughtful input from the neighborhood. Specifically, the Purple Route/Pigeon Ridge Tunnel and the Andover/Yancy route, routes that skirt and preserve the neighborhood and minimize residential impacts and meet the goals of Sound Transit and street transit integration MUST be considered during the EIS. With less than five percent of required engineering completed, these two routes deserve further study. The EIS should mandate the study 'a' and 'b' below:

a) Mandate consideration of the purple route – the Pigeon Ridge tunnel option. This sensible routing would skirt our Youngstown neighborhood and eliminate many of the routing difficulties caused by paralleling the West Seattle Freeway and the severe impacts on Delridge Way traffic, businesses, and Youngstown homes. With the Pigeon Ridge tunnel, routing goes east-west on Genesee Street; the east-west light-rail station would straddle Delridge Way (makes for good automobile traffic flow underneath and good transit connections for residents from the south). This is a preferred location for accessibility (pedestrian access to the station and from either side of Delridge Way).

If Sound Transit conducted a more detailed cost-study, balancing the costs for the high-rise crossing of the Duwamish River, engineering and shoring up the point of Pigeon Ridge, the costs and disruptions of blending into the traffic lanes of north Delridge Way, and the costs of acquiring our residential properties and businesses versus the cost and simplicity of the tunnel route, the tunnel routing might be more attractive than originally thought. Nucor Steel and the Port of Seattle would likely welcome being two or more blocks away from the construction zone.

When the Purple Alternative-Pigeon Hill/Tunnel option was removed from the list of alternatives, STs reasoning was that it was "too expensive". Their numbers presented were deceptive and lacked perspective. That number includes the Avalon tunnel; it was a combination of the two tunnels that did not require combining. At this point, with less than 5 percent of the engineering studies complete, we can argue that Sound Transit does not know enough to rule out the Purple Alternative-Pigeon Hill/Tunnel option. With more study, it might prove to be cost effective; especially considering it would greatly reduce the impacts on a number of communities – our Youngstown neighborhood (almost completely spared), residents of Pigeon Point (spared), and minimize impacts to Nucor Steel and the Port of Seattle.

b) Locate the Delridge light-rail station on Andover with routing going east-west on Andover and north-south on Avalon…this segment would be 100 percent above-ground as well as follow the historical monorail alignment. This, according to Sound Transit's reasoning, reduces the cost to build light-rail (no tunnels).

To mitigate construction impacts on Nucor Steel, provide upgraded truck access to Nucor Steel. Sound Transit should build dedicated truck access ramps into and out of the Nucor property. This would be much like the special, dedicated roadways that have been built for the Port of Seattle. All this could be done at a fraction of the costs for tunnels and property acquisitions.

This routing saves our neighborhood and reduces to zero the impact on our Youngstown neighborhood, avoids greenspace impacts, would be closer to the existing park and ride infrastructure, revitalize this northern part of neighborhood, and this location would still be convenient to the residential communities to the south. Since Andover is largely a throughway, it appears only two commercial properties would undergo displacement – the West Seattle Athletic Club and the storage units on Yancy Street near Avalon. This must surely be a better alternative than routing that goes through a residential neighborhood as ST is currently proposing!

This alternative would minimize the amount of property acquisitions, has good bus connectivity, would minimize visual, business and residential impacts, and serves the a more robust 360-degree community.

c) The RED Alternative Delridge Station is too far North and doesn't serve the neighborhoods. These businesses are not destinations nor is it surrounded by the community it's proposed to serve.

d) The Yellow Delridge Station destroys all views for those who live in the valley to the south… No more view of Down Town and still too far north to really service the neighborhood. All traffic would be coming from 5 or more blocks from the South or West. A poor use of funds for a limited-use station that should be serving a robust community.

e) The Blue Delridge Station destroys the bulk of the Youngstown neighborhood it would serve. Better located to the south for more access for the southern residents on Delridge but simultaneously a redundant option for both the Red and Yellow stations... These are NOT True Alternatives rather presenting the exact same outcomes as 'alternatives'.

Please mandate both the Pigeon Hill/Tunnel and the Andover/Avalon stations as 'alternatives' for further investigation during the EIS process.

4. EIS Transparency

I feel like Sound Transit is trying to hoodwink the people most negatively impacted by this project and believe that they are acting in BAD FAITH in this process. I would like to know what's happening with all of the Scoping submissions. I want transparency. You may receive as many as 1,000 scoping comments. I want to understand how these documents will be processed. Who reviews and evaluates the material and makes decisions? What are the evaluation criteria? Is adequate time being allotted? Reviews of EIS Scoping submissions must be deliberative and thorough. TRANSPARENCY OF THIS PROCESS IS MY SPECIFIC REQUEST.

Additionally, I am concerned about the immediacy of dates Sound Transit has imposed upon the leadership groups and their decision process. It's my understanding, at the Stakeholder Advisory Group meeting on April 17 and the Elected Leadership Group meeting on April 26, routings and content to be included in the Environmental Impact Study will be decided. This meeting schedule is aggressive and DOES NOT allow adequate time to review the considerable volume of EIS Scoping comments.

I urge you to allocate more time so that the reviews of EIS Scoping submissions can be deliberative, thorough, and, ultimately, transparent.

5. QUESTIONS

It's my understanding that questions submitted to the EIS Scoping must be answered by the study. I hope that the submitters will receive the responses, as well. Sound Transit has continually avoided answering the questions that can help homeowners actually understand the potential impacts to our homes/lives/neighborhood. Their rote reponses have deferred to future planning when there are countless case studies that can be shared to help us wrap our minds around this daunting possibility of reluctantly losing our homes.

a) How many families/businesses will be displaced by the each of the routing alternatives?

b) How many of the displaced families/businesses will stay in the same neighborhood?

c) What are the specific parameters that determine a property for acquisition?

d) How close will the tracks be to the homes/buildings that remain? Examples of best case, worst case and 'norm' would be appreciated from prior construction projects. How loud will the noise from the trains be and what's the impact of noise on residents? Case studies or other examples from prior extension the public can view for elevated alignments and stations in neighborhoods and ultimate outcomes for the displaced and remaining homeowners would be amazing!

e) Is there/has there been any mechanism for families that are NOT displaced but whose home value is negatively impacted by the new infrastructure

f) Are Park and Ride facilities included in the West Seattle station planning?

g) Is Visual Impact on Neighborhood considered during planning? Delridge is currently a quaint family neighborhood. A large park and ride facility, brutalist utilitarian structure that towers over the neighborhood will have a significant negative impact on this existing quaintness, in Delridge and all of West Seattle.

h) Is re-zoning a part of the Delridge plan? Is there an effort to change this neighborhood's family focus to more businesses?

Save our diverse and lovely neighborhood, please add the Purple line to the EIS! Thank you,

Chris Clark

4106 25th Ave SW

Seattle WA 98106

720/273-1508

Communication ID: 349461

Name: Danielle Kaes

Comment:

Without the use of tunnels the transit will cut through many residential neighborhoods creating more noise, debris, and contributing to potentional loss of homes and residents. This is unacceptable and greatly damages the living conditions of those directly affected.

Communication ID: 349462

Name: Rick Elms

Comment:

Just keep the Rail station in the Youngstown Delridgearea. The junction is the most congested area in West Seattle already. The Parking that is there is for the Restaurants and Retail already on S.W. California. Where as Youngstown Delridge has an old business park a struggling workout gym and a large skateboard park and an old Community center and is much less congested. So it would much easier to have buses deliver people up and down the hill to the single Light rail station in Delridge. And you would save billions of dollars not having to build tunnels and tear down neighborhoods and churches and schools as you go up the hill. And from Delridge you have a direct route south to White Center and Burien. Please consider this option, as a long time West Seattle Resident I don't want the Uniqueness and Charm of West Seattle to disappear.

Communication ID: 349464

Name: Jeremy Swirsley

Comment:

The Ballard Station really needs to be on 15th Ave NW, not 14th Ave NW. 14th is too far from central Ballard, and would not be ideal for future expansions, because any future expansion would run into the high school. We should be building this expansion thinking about extending further north into Crown Hill or possibly even Northgate (like what the group Seattle Subway proposes) in the future.

I would prefer an elevated station over a tunnel for cost and potential for future expansions. An ideal station will have entrances at all 4 corners of 15th Ave NW and Market to facilitate bus transfers. The stop light at 15th & Market takes too long to change, so not having this would be very bad for bus transfers. I will probably use this station mostly by bus from Greenwood, so ease of bus transfers is important to me. Please come up with an alternative that allows easy access to all 4 corners of this intersection.

A tunnel for Ballard will be acceptable, but I don't think it's worth the cost. A high bridge or even a movable bridge that's high enough to not need to open often, like the representative alignment, will be fine. I would say the same about West Seattle, but I don't expect to use that line very often.

I would strongly encourage Sound Transit to choose the Harrison alignment through South Lake Union, as this will be the best transfer for buses that currently run on Aurora, which is what I usually use to reach Downtown today.

In Chinatown/International District, the best station looks like the cut & cover station, since that will have the shortest transfer times. I would encourage Sound Transit to choose one of those stations. Given that 5th Ave will save money over the representative alignment, I think there's a good opportunity to choose a 5th Ave cut & cover station, and use the money saved to help the local businesses with construction mitigation.

Communication ID: 349465

Name: Josh Sutton

Comment:

Resident of West Seattle.

Very interested in keeping tunnel options in next round of study.

Elevated options will more significantly impact adjacent properties along the line and require taking of much more private property.

Both elevated and tunnel options should be studied further to allow best solution to be resolved.

Communication ID: 349466

Name: Anonymous

Comment:

Station in the junction makes no sense if it means the loss of homes during the ST3 phase, and even less sense if it means the destruction of homes moving south.

We can find the money for a tunnel. Anyone who says otherwise capitulates to a myopic and unimaginative view of our West Seattle future. Pursue the YANCY STREET/WEST SEATTLE TUNNEL option to implement with the least amount of destruction. It is perfectly fine if you do not get to destroy the Alaska Junction for a privileged few who want a more convenient commute and this is not justification to take any residence in West Seattle.

Communication ID: 349467

Name: David Gregory

Comment:

I think that an elevated railway and station will darken and ruin “the Junction” Neighborhood. I find it funny that we just tore down the elevated Viaduct and replaced it with a tunnel, because we live in a area known for earthquakes and volcanoes, but are willing to make the same mistake immediately. Maybe we should do the job right the first time.

Communication ID: 349468

Name: Anonymous

Comment:

The loss of businesses, homes, visual, noise, loss of sunshine, and space impacts can all be avoided by the use of a tunnel. It is worth the cost. This is a unique opportunity. It will only come around once.

Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities.

Communication ID: 349469

Name: Amber Isaac

Comment:

Please do not put an elevated track down 14th in Ballard. It is residential north of market and would be a huge disruption. I do think that a station for the light rail at market and 14th is a good place for it but having an elevated track right through a neighborhood for 10 blocks and then switching to a tunnel seems like a large disruption for such a short length. I think a tunnel from Market and 14th makes more sense and keeps the neighborhood and park in tact.

Communication ID: 349470

Name: Sonja Coffman

Comment:

I was born (1945) and raised in West Seattle and have lived back here in WS for 20 years. I live one block north of the yellow/gold glideway option so my property would not be directly impacted.

I do have strong feelings that if a non-tunnel option is selected, it is best that it follow a major traffic route and not cut through and disrupt a large area of residential homes. I know that following the Fauntleroy/Alaska route will probably be trickier during the construction stage but I think the decision needs to be based on what is best for this community now, during the next 10 years and into the future.

Thank you for your consideration.

Communication ID: 349472

Name: Rose Feliciano

Comment:

Disappointed there will be NO stop at Delridge. You may not realize this but the Delridge corridor is a heavily used transit route. The 120 and 125 buses are always full and they service low-income neighborhoods.

So the fact you bypass Delridge and stop initially on Andover is frustrating. It appears as if Sound Transit is prioritizing middle/high-income riders over riders who likely have less transit options (i.e. no car).

How can Sound Transit be even considering not stopping at Delridge?

Communication ID: 349473

Name: Ellen

Comment:

Thank you for the opportunity to comment. I strongly urge you to continue close involvement with the community directly affected by the impacts of this project- I'm thinking specifically of those who live on 14th Ave. NW. (I do not live on 14th, but am concerned for my neighbors.) Two of the alternative designs for this project seem to have the potential to drastically alter their surrounding built environment, should a station or elevated tracks be installed on 14th. As I understand it, tremendous community involvement went in to the recent construction of the Gemenskap Park on 14th. This park has such positive environmental and safety impacts for the area. Folks are (rightly?) concerned that the park will have to go away if 14th becomes the destination for light rail. If a design is selected that will impact 14th, please consider working with the impacted community to identify other community benefits that fit the communities' needs and values (not just the city's). For example, work with the community to design a green infrastructure and public space

component to the project that can replace the GSI aspects and public space benefits of the new park (assuming the park would have to be removed). Thank you for your consideration.

Communication ID: 349474

Name: Anonymous

Comment:

Disappointed Seattle would even consider building an elevated light rail into West Seattle. The ugliness, dirt, and noise, neighborhood destruction, should be enough to rule this out. No first class city in the world is building elevated light rail though residential neighborhoods. New York and Paris, among others, have pulled theirs down. Think what a huge ,noisy, filthy eyesore the Alaska Viaduct is. Good riddance. If Seattle can't find the money for a tunnel, don't build the light rail. We'll wait.

Stay out of the Alaska Junction

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority. Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Consolidate Avalon and Delridge Station

Lessen the impact to Alaska Junction and Delridge.

Communication ID: 349475

Name: Margaret Staeheli

Comment:

The station should be at or within a block of the California Ave. The reason is that works best for people with mobility constrains especially with the topography.

Routing - preger the tunnel. Looking at the eastside work the collateral footprint/ damage / disruption is greater than our 60 foot right of ways. It just does not work.

Full Pedestrian improvements should be made within 1/2 mile of a station. ADA curb ramp upgrades and repairs should be made within a mile of a station. Trees should be replaced greater that the City's 2:1 because of the impact suggest a caliper equivalent or 4:1 minimum within a one mile area. Seating or leaning rails should be placed every 300 feet with a half mile.

Communication ID: 349476

Name: Gloria Pfeif

Comment:

I prefer the tunnel - even with the added cost - will support high volume of traffic btw West Seattle, Downtown and Ballard.

Place the light rail stations close to bus lines - particularly with the hill climb up to California. Transit is used by many people for whom the hills are difficult.

Optimize the future extension southward along California to service the Rapid Ride C route.

Communication ID: 349477

Name: Chris Hemminger

Comment:

I vote for tunnel under the canal. This gives the option to have outlets on both 14th and 15th, just like they do for most of the downtown stations, rather than having one big above ground station on either street. 14th is unsightly as is (except for the awesome new Gemenskap Park) and the last thing that road and neighborhood needs is a towering light rail track running above it. If there is any possibility of needing to tunnel on the north end of 14th to get to Crown Hill it might as well be done right from the start. I would rather see the Ballard Bridge replaced/redesigned for pedestrian and bicycle access than see a light rail bridge added to the ship canal.

Communication ID: 349478

Name: Theresa Lehan-Anderson

Comment:

I do not want elevated tracts in Ballard. My first choice would be for a tunnel and stop on Market and 15th. Second choice would be tunnel and tracts on 14th. I have lived in Ballard for over 30 years and light rail on 14th especially elevated would be very loud and destructive to the neighborhood

Communication ID: 349479

Name: Emily Wingfield

Comment:

I live in West Seattle, south of the Alaska Junction. I am extremely concerned about the impact of an elevated light rail station in the Junction and the prospect of future elevated light rail expansion south in the direction of Burien.

This neighborhood is a mix of single family homes and apartment buildings. It is a great place to live and I am lucky to have lived here since 2005. The scale of height of an elevated track would create a permanent scar bisecting a thriving, desirable, walkable place to live. I am concerned about walkability across or near huge elevated tracks, desirability of living near huge dirty concrete structures, noise, and crime. This is in addition to the hundreds or thousands of people who would be displaced with the Junction elevated station and probable southward expansion.

I have been to meetings where Sound Transit describes this planning as for the next 100 years. I understand that Sound Transit is mandated to be about transit rather than healthy communities, but It is so short sighted to focus on building an elevated rail a few years faster and modestly cheaper when a tunnel option is possible and would actually contribute to a community rather than destroy it.

The renderings that were supplied by Sound Transit in the Visualization booklet were a birds eye view which were difficult to read due to non standard orientation of the maps. In addition, they did not show what an elevated rail looks like next to low rise residential structures. Sound Transit should have renderings of what light rail actually looks like on the ground rising above residential structures and make these rendering available on the website.

I know Sound Transit has been soliciting comments which is great. I am hoping that this is not just comment collection that will be tallied and ignored.

Communication ID: 349480

Name: Nate M

Comment:

Excited to see Link light rail coming to Ballard, it is very much needed to connect the northwest part of Seattle to downtown and also to the airport. Given current tax rates and likely support from residents, why would it take 15 years to complete the project? Such a timeline means that technology will likely be outdated and the residents who pay taxes and fund the expansion will not reap the benefit. It raises the question - if it takes that long, is it worth doing or better to find a lower-cost (faster/cheaper) alternative?

Communication ID: 349481

Name: Jill Denkmann

Comment:

Very excited to see that the light rail will be coming to Ballard. However, 2035 (15 years) is an unreasonably slow timeline for this extension, considering the current demand from this area. Please find a way to expedite/prioritize this project before the technology is outdated and residents who pay the taxes to fund the project are elderly and cannot benefit from it.

Communication ID: 349482

Name: David Hancock

Comment:

My comments below apply to the West Seattle segment of the WSB Link Extension.

I support the inclusion of the current "blue line" in the EIS, as well as that of an elevated alternative. I do not see the value in including the representative "red" alignment in the EIS, since the likelihood of building that route, which ends facing west at the Alaska Junction, seems to be next to none.

I would like to see the EIS include an extensive socio-economic and racial equity component, particularly with regard to the West Seattle Link's route through the Delridge neighborhood. I also think the EIS should devote a good deal of attention to urban design and quality-of-life concerns that many folks have mentioned regarding an elevated alternative. These concerns run all the way from Pigeon Point to the Alaska Junction.

Communication ID: 349483

Name: Judy Cash

Comment:

Hello, thanks for the chance to give comments.

Please ensure a node at the Delridge and Andover location, so that we 120 Bus Users can easily access the light rail. The other node up Genesee is hard to reach, due to Delridge being in the way (and I can see people jaywalking to try to make that connection!)

If the all-elevated is chosen, ensure that it skirts the junction to the east, rather than west of California. Closer to Fauntleroy and then going down 35th on the way to Burien will have the least impact for residential, as it follows major arterials.

Lastly, I didn't say, but this light rail has no need to enter the Pigeon Point neighborhood, as this is not a major destination and will disrupt the elementary school area. I live a mile and a half south of this neighborhood, so am not biased when I give this opinion. My main thought is that the light rail should follow major arterials - and in this case traveling next to the WS/Jeanette Williams' Bridge is the way to go.

Thanks,

jc

Communication ID: 349484

Name: Diane Nielsen

Comment:

I have 2 thoughts on the West Seattle line:

The Delridge station should be South of Andover. The option with a station just north of Andover would be so much harder to access from the neighborhood. South-bound Delridge backs up onto the West Seattle Bridge off-ramp and lower Spokane street daily during the evening rush hour. It is still congested south of Andover, but is more easily accessed by the community and would be much easier for buses connecting to the light rail to stop there.

2) If the money can be allocated, the tunnel option to the West Seattle Junction should be used. The Junction is up a steep hill from Delridge, and putting an elevated line up that hill would be highly disruptive and visually unappealing.

Tunneling into the Junction makes the most sense, as Beacon Hill and Capitol Hill were tunneled. The city has one chance to get this right, and it's worth spending the money to do it right. It seems to me that if other hilly locations in the city were able to get a tunnel, then West Seattle should too.

Communication ID: 349485

Name: Andrew Curry

Comment:

Tunneling should be the priority alternative to preserve West Seattle walkability and livability. The other city neighborhoods got tunnels or surface alignment, but since surface alignment won't work in West Seattle, tunneling is the preferred alternative. Otherwise, ST3 will place bridges and concrete barriers throughout the business district and among houses, which will be ugly and detract from the community. ST3 should have been honest with voters during the vote if tunneling wasn't a viable option. Raised tracks in other parts of the network are though warehouses or above freeways and major thrufares; West Seattle does not have the same characteristics. I'd rather continue to ride the bus than deal with elevated train tracks.

Communication ID: 349486

Name: Rosiland Wagner

Comment:

An elevated rail line down 14th NW is a terrible idea. It is like having the monorail outside your front window. My daughter lives in a condo on 14th and she is terrified of this happening. The city spent millions on a park on 14th the elevated rail would make it unusable

Communication ID: 349487

Name: Tracy Grilliot

Comment:

The proposal to put the light rail line on 14th is counterintuitive to me because we just spent a considerable amount of time & money putting in the park on 14th to slow down traffic & make it feel more neighborhood-y. It has made a big difference in how people use that space. I love seeing folks walking, biking, kids playing with worry of cars zooming by.

In general, I would prefer creating more density for fast moving traffic among larger transportation routes (aka 15th) rather than mixing & spreading high & low speed routes throughout a neighborhood.

Communication ID: 349488

Name: Lisa Whitley

Comment:

I feel very strongly that it is a mistake to put an above ground link train on a residential street in West Seattle. Either an above ground course should be made down a street which is already a large arterial, such as on California Ave or Fauntleroy Way, or our line should be done via tunnel, as it is in the other neighborhoods such as Beacon Hill, Capitol Hill, and the U-District. West Seattle so often gets the shaft, with our input so often disregarded. An above ground train on a residential street not only wrecks the street for those residents, but it substantially decreases the quality of life for all the neighborhood residents. West Seattle is a tight-knit neighborhood, under increasing stress from city-made decisions regarding housing and transportation (or lack of same). An above ground train in a residential street destroys the neighborhood of that street, and makes West Seattle into a corridor -- rather like the Greenwood neighborhood, all cut up by too many arterials. That, coupled with the low standards for construction of new housing style/density, will make West Seattle a low quality neighborhood. While we are riding high on Amazon and Microsoft, property values will probably hold on, but boom is followed by bust, and the city must plan for the long term. I don't want West Seattle to become Greenwood, or Lake City, or Rainier Avenue. The houses caught between all those arterials are lovely and loved right now, but they will become much less wonderful.

Please reconsider your decision to make an above ground train run down a residential street.

All of West Seattle has been assuming that the train would run down Fauntleroy, or perhaps California, or be a tunnel in the same area. There are already shops and businesses there which will benefit from having the train in that location. There are places that West Seattle folks want to go, which are handy there, not necessitating a walk up or down hill. And on Fauntleroy Way, there is plenty of room. These arterials are the logical place to put a train which will serve the community for the next hundred years. I am a long time resident of West Seattle, not directly impacted by the street address of the train -- My street isn't on the chopping block, but all of West Seattle will suffer if you make this mistake. Please reconsider your decision to run a train down a residential street.

Thank you,

Lisa Whitley

Communication ID: 349489

Name: Curtis Steiner

Comment:

I am a long time Ballard retail business owner (20 years) and I have read the a-better-Ballard-option , which would have the station at 20th and Market. This makes a lot more sense than all the other choices put forth. Please seriously consider this option!

Communication ID: 349490

Name: Kenneth Chastain

Comment:

While I support better transportation to and from West Seattle, I do not support destroying entire neighborhoods by building an elevated system. Besides taking away all the property taxes paid by the homeowners in the affected areas, the "community" would be destroyed. Considering the lack of available housing in Seattle, the removal of housing to build an elevated transportation system does not make sense. The tunnel, while probably costing more, would preserve one of the oldest communities in Seattle. We are just in the process of taking down one elevated section of Highway 99, so it is not wise to build another such structure right through established neighborhoods. If an elevated system is built, it would be very difficult for those displaced to find new houses in Seattle.

Communication ID: 349491

Name: Joe Withey

Comment:

I support any elevated light rail plan that allows extension further south. The $2 BILLION dollar tunneled alternative is a horrible use of money and does not provide any additional benefit to our community. I would rather spend that money to extend the track further south which would benefit the whole community instead a small vocal group of of property owners near the rail that act like they represent the whole community's opinion. Our community needs light rail and I expect our city to work towards getting the light rail built in the fastest time frame possible.

Communication ID: 349492

Name: Janis Traven

Comment:

For the Downtown- Ballard section

Specific Routing topics of study:

- Study the Level 3 "Brown Line" from the tunnel portal west of Elliot Avenue to a surface station at Galer Street, continuing the "Brown Line" on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 "Blue Line" from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.
- Also study an underground station further west at 17th Ave NW and Market Street in Ballard

Communication ID: 349493

Name: Judie Messier

Comment:

I support (1) the Tunnel Option in West Seattle, with (2) the station at 42nd Street, and (3) the North Crossing over the Duwamish.

I do NOT support the Elevated Options in West Seattle and I do NOT support the South Crossing over the Duwamish.

Communication ID: 349494

Name: Helga Karisch

Comment:

I strongly object to above ground light rail installation. I prefer the tunnel option.

Communication ID: 349495

Name: Mary Cassinelli

Comment:

Hello, I am in support of an alternative light rail station closer to the core of Downtown Ballard shopping district. It is a significant walk from the 15th avenue proposed sight. Furthermore I'm hearing that the tunnel length would be significantly reduced if a site on 2oth Ave. N.W. was chosen instead. Ballard's neighborhood is a vibrant and engaging part of Seattle lets make it more so.

Thank you,

Mary Kachi Cassinelli

Communication ID: 349496

Name: Enrique Martinez

Comment:

From all angles light rail would be best through the Delridge Way area. Buses can transport people from and to West Seattle.

Communication ID: 349497

Name: John Vair

Comment:

I am alarmed at the high cost of the West Seattle light rail line. Alternatives that require any additional funding beyond the voter approved plan amount in 2016 should not be considered. This project should strive to be ontime and under budget. The "blue line" of $700M+ above base cost is unacceptable. Some are suggesting that the "purple line" of $1.2B+ above base cost should be re-examined, but this option is much too expensive and cannot be funded in any reasonable way by taxpayers. And as I recall, the purple line also had many engineering challenges (unstable soil in Pigeon Point, utility and rail crossings at the Duwamish, Blue Herron nesting grounds) that made it unfeasible and increased the risk of even more expense than known today. The purple line should not be carried forward or reconsidered as a future alternative due to high cost and engineering risk.

Communication ID: 349498

Name: Carlos Espinosa

Comment:

I am adamant for a tunnel with a single station between Avalon and the Junction. There is little need to have two stations so close together. People can walk the extra block to the underground station. This will save money for a tunnel alternative. A tunnel will reduce the number of displaced families and businesses . In my condominium building alone are 16 families that will be affected if the elevated railway is chosen.

An elevated railway will scar the West Seattle landscape for all future generations . The noise level along with the future graffiti that it will bring to the adjacent homes and businesses will have a negative effect to our community. Having it underground will allow more room for WS to evolve for both families and businesses instead of cramming and being an eyesore to all. Lets get this right for our children and grandchildren. Thank you.

Communication ID: 349499

Name: Joey Hwong

Comment:

I have lived in West Seattle since 2009 - first at an apartment in Alaska junction and later purchasing a home, where I currently reside with my husband and son.

I am concerned and disappointed with the light rail options proposed, particularly the elevated line crossing through a vibrant neighborhood in an effort to support an unplanned potential expansion in the future. In short, I find this disruptive, unattractive, and foolish.

These are real homes with families that would be displaced in the midst of a housing crisis. This area is intended to be an urban village - is this where developers and future residents want to live?

I am also concerned about the noise, vibrations, and constant disruption near my home in this neighborhood. I am not excited about years of construction polluting the quiet neighborhoods followed by decades of noise pollution listening to trains coming in and out all day. This isn't an elevated rail next to the highway, this is an elevated rail literally cutting through a host of homes. I'm concerned about the value of all our homes, the loss of views, and my neighbors who will lose their homes due to eminent domain.

Lastly, what purpose does two stations a short walk from one another serve? Putting a station on the west side of the junction enables easier access for residents on the other side of California Ave. The purpose of this project is to service the most riders possible; two stations in such proximity does not bring significantly greater ridership. The value of an elevated station east of California, frankly, is a waste of public funding. Thus, the only proposal thus far with an option west of California is the tunnel, which I wholeheartedly support.

West Seattle is one of the fastest growing neighborhoods, and does need a light rail to sustain it's residents. Why is further consideration for a tunnel to maintain the neighborhood aesthetic and character not an option? It hasn't traditionally been wealthy, like Montlake (where a tunnel was funded to get to UW), but with the growing number of riders serviced and increased gentrification, funding could certainly be raised. I urge everyone to move forward with an underground tunnel and station design leading into the heart of West Seattle. Let's actually scope the cost of a short tunnel. If we can dig from the heart of Cap Hill to UW Stadium, we can find a way to ensure the West Seattle neighborhood does not suffer short-term budget issues decades down the line. We need to do this project right.

I love my home and neighborhood, but I will 100% find a new home and neighborhood if my neighbors become a 50 foot high concrete jungle. Thank you for your consideration.

Communication ID: 349500

Name: Jim Tyrrell

Comment:

Tearing down houses during housing shortage is insane. The eminent domain actions will be expensive and the the displaced residents will mostly not be able to find alternative housing for the amount of money they walk away with after legal fees, temporary housing costs, etc.

We need to vote all of the incumbent out of office and elect new people who will stop these grandiose BS plans.

Communication ID: 349501

Name: Karen Earl

Comment:

Any extension of the Link Line south of West Seattle should be placed underground. An above ground train & tracks would be a massive structure running through our neighborhood diminishing the quality and scale of the residential quality. In addition, it would add inappropriate noise and congestion to our residential streets. We need to preserve the

walkability, ambience, scale and character of our neighborhoods as Sound Transit provided in the Beacon Hill, U-District and Capital Hill areas.

I welcome Link coming to the West Seattle junction and support the development of the line going south, however, not at the degredation of quality of life in West Seattle.

Communication ID: 349502

Name: William Chow

Comment:

As a West Seattle resident and a Sound Transit employee, I'm slightly disappointed in the alternatives presented. What really has been missing from this project is the ground level visualizations that really give a sense of the scale of the elevated track. While I'm not advocating for a tunnel option and will accept an elevated station on SW Alaska, the 140' elevation along Genessee will be sorely out of place compared to all the structures in the region, especially when the 53' elevation coming east out of Avalon Station will already be taller than the surrounding apartment complexes. While the housing massing will likely evolve over time, this is a good chance to reflect on the difference in size this project would be on the community. For comparison, this height is roughly going to be 2 to 3 times the elevation of the Link alignment just east of Tukwila/International Blvd station. While that has the advantage of tall trees masking a lot of the elevation, it's definitely noticeable when passing along on SR-518. This also comes from an operational perspective in the event of an emergency evacuation (e.g. after an earthquake) where passengers potentially need to step onto the guideway to walk to safety. I'm not sure I'd be comfortable asking people to walk that far up in the air.

Additionally, not a lot of work has shown the bus-rail integration and how buses would be truncated and circulated around the West Seattle stations. In our work on the Federal Way Link Extension, it was hard to gain any traction to focus on bus-rail transfers and to ensure seamless transit connections. While the measures do show travel time savings from West Seattle to Westlake, what they don't show is the loss of direct bus services once Link goes in. The station locations themselves seem reasonable based on the walkshed and activity centers, but they all seem to miss the mark when focusing on existing transit pathways. West Seattle will be at least a 3 block walk from the existing bus transfer point on Alaska between California and 44th; Avalon will have challenges turning around the 21 unless they use the Starbucks/Taco Time triangle to turn around, putting the bus stops across the street from either station location; and Delridge station makes it almost impossible to properly facilitate the bus rail transfer between the H-Line (current Route 120) and Link without incurring significant transfer penalties. Please try to avoid the situation at University of Washington Station or Mount Baker Station where we efficiently cannot truncate bus service due to a 5-10 minute walk to change from bus to rail. Also remember that it's not only station location on the ground that matters, vertical elevation differences matter too, especially for seniors and persons who may have mobility challenges.

Lastly, I strongly suggest advocating for cross-platform transfers at SODO station. See Stephen Mak's MEP presentation from 2017 for a good primer on what other agencies such as Hong Kong MTR do for rail-rail transfers. SODO/Stadium stations are nearly an identical pair of stations to facilitate those transfers, giving additional flexibility in siting Chinatown-ID station. Especially as bus connections get tougher from West Seattle south towards Burien and SeaTac airport, this connection point is going to get vital to get right. Please don't offset the platform over the existing SODO busway just to save a couple million dollars on the project budget. The likelihood that passengers will just jump a fence to make the easy transfer instead of go up stairs to cross a bridge will cause way too many operational headaches in the future for that to be worthwhile.

Thanks for reading, and feel free to reach out with any follow-up questions.

William Chow

Communication ID: 349503

Name: Darcey Tanner

Comment:

Hello -

I live on Andover St and 22nd St in West Seattle and wanted to add in my thoughts for the light rail expansion through West Seattle. I am excited about the prospect of expanding the rail into the area, however am concerned over some of the proposals shared recently by Seattle Transit at the Pigeon Point neighborhood meeting.

Duwamish crossing: From the presentation it was clear of the economic motivations for the crossing to not impact port activities. There were several 'estimated' costs presented at around $300mil, however they was no comparison to the costs were to be taken into consideration for removing families from their homes with the generous compensation shared, and the cost of excavating a very steep slope. With the real estate market in Seattle how can Seattle Transit make a decision based only off loose construction estimates and not the estimates of housing relocation, which looking at the map and real estate impacted would be a large sum. I would urge the committee to consider the financial implications of excavating on Pigeon point as well as the environmental. Under 4f from what was shared is reasonable alternatives must be considered and the current presentation and quotes feels as if it heavily dissuades its audience from this responsibility.

One alternative option that should be investigate is crossing the Duwamish river south of the WSB and then turning north (crossing the WSB) at or around W Marginal Way SW and then picking up the planned route of the Blue line. This would minimize the disruption to the Port's Terminal 18, whilst avoiding almost all of the Pigeon Point impact.

Pigeon point excavation: My strong preference is for Sound transit to follow section 4f treatment and should, in good faith, explore all reasonable alternatives. From the three proposed there already is a reasonable alternative (the blue line) so cutting into Pigeon Point should not even be considered an option.

Delridge station: The Blue line option should be preferred to avoid construction a station on the narrow position directly above Delridge Way. Delridge is a major commute line and bus route into the city of many under represented community members who depend on their commute to make ends meet. Continuing to explore the Blue line station (and the Blue line route) are also further away from residential areas in Pigeon Point.

Line options: The Blue line route is to be preferred through Pigeon Point and along Delridge Way. A way to link a south Duwamish river crossing with the Blue line route at W Marginal Way should be strongly considered. Failing that, the Purple line should be reconsidered to best support the impact on environmental areas, minimizing the amount of homes needing to be moved, and doesn't impact the port as greatly.

The tunnel option at Genesee beside the golf course, with a north-south station somewhere near California junction is the most sensible option and is worth the additional cost. Reducing the elevation along Genesee is worthwhile and ST should be thinking about the next stage of development for the line which should prioritize under served communities in White Center and Burien as well as considering the potential for growth south of the city. Again the very loose 'costs' should be measured up with the costs of relocating homes as well.

Communication ID: 349504

Name: Jodi Keyes

Comment:

Housing is already limited in West Seattle don't remove housing for elevated rail .....solidify the tunnel option WS needs less disruption not more

Communication ID: 349505

Name: Anonymous

Comment:

Tunnel to the junction please. Don’t ruin west Seattle.

Communication ID: 349506

Name: Anonymous

Comment:

Prefer south stations off of delridge. South of Genesee or Avalon.

Tunnel is best option to junction! Elevated will be way to high and overpowering! This will change why people want to move to west Seattle.

Communication ID: 349507

Name: Susan Rhodes

Comment:

The Tunnel option through West Seattle appears to be the best option. The surface options will destroy neighborhoods. The above ground structures are way out of scale for West Seattle.

Communication ID: 349509

Name: Chad Hoggard

Comment:

I urge leadership to plan for a tunnel in West Seattle. With the latest plans to curve the track from the original ST3 plan in order to point the track south, the new plans will require the removal of many many homes (and likely a fair number of businesses). In addition, an above ground track will only mean continued demolition of homes in the event that further tracks head to Burien.

In doing so, there will be a large number of properties that will be removed with no opportunity for further development. This will remove housing and seems counter to the density benefits of the MHA re-zoning.

Please do not destroy the look and feel of West Seattle and further exacerbate our housing issues by allowing an above ground train. Most other neighborhoods seem to be approved for a tunnel and West Seattle should be no different.

Thank you,

Chad Hoggard

Communication ID: 349510

Name: Blythe Simmons

Comment:

Greetings,

I have lived in West Seattle my whole life as did my parents and grandparents. I love my neighborhood and the others surrounding us. My husband and I own our home and have two businesses that we run from home. We faithfully follow the rules and pay our taxes. We pay sizeable sums of tax money on our property and every way related to our businesses and living in Seattle. We enjoy the public transportation in our area and use it often. We voted for the light rail and support the cause of trying to reduce traffic and pollution. West Seattle has been updated and ravaged by developers at a record pace. Please do not contiue this trend by adding an above ground light rail. Please do not take our house to do this. My husband and I have raised our two kids in this home for their entire lives. We have never planned to move and can not afford to do so. I would be displaced from my job as well as the home I love. We have lived here over 22 years. I beg you to build a tunnel. Do not displace any families in any neghborhood for an elevated extension. West Seattle has areadyl lost enough single family homes to apartments. Please give West Seattle a tunnel. If you really want to serve the community, put the light rail line closer to White Center or Delridge where the people have no light rail stops. West Seattle residnents can take the C line bus easily and directly to the

University light rail station. My family and all the families in our position are relying on those of you in charge of these decisions to be realistic and thoughtful about this. Our homes, our financial future and our happiness are in your hands.

Thank you for your consideration,

Blythe Simmons (41st Ave. SW)

Communication ID: 349511

Name: Anne Bring

Comment:

Hi. i live in nw 58 st in Ballard. The lite rail should go on 15 th Ave and stay in the business corridor. Do not disrupt the few neighborhoods where folks can walk and still see the sun. Don't create another shaded dark canyon in Ballard. Put lite rail on 15 th.

Communication ID: 349512

Name: Michelle Nelson

Comment:

Please do not destroy our neighborhoods. A tunnel is the only way to go through West Seattle. It seems Seattle is always 2 steps behind on planning. Removing our streets for bus lanes and bike lanes is ridiculous, and clogging all of Seattle main streets & arterial's. Now you want to eliminate our incredibly needed neighborhoods to accommodate for something that should have been thought out 30 years ago. Have you looked at the influx of people in West Seattle recently? Have you looked at the number of 6 story residential buildings going up around here. We need our housing and our neighborhoods. We need a tunnel, we need it to be on an main street that has buses, bikes etc. How about Delridge, 35th Ave SW, Fauntleroy. These are the main streets that should house light rail. Use your brains!!!!

Communication ID: 349513

Name: Hallidie Haid

Comment:

I live in the southern end of West Seattle and do not go to Ballard on any consistent basis so limit my comments solely to the West Seattle portion. I did commute to far side of capital hill for nearly a decade. The advent of the rapid ride C has been helpful to the commute but often is very slow on the west bound evening commute. Far from reliable except reliably packed buses.

I think the train should come up to the Alaska Junction if possible for a reliable spot to transition to the train from the C line since the train is not slated to run farther south. I think a transition at the Fauntleroy/Alaska junction would severely impact an already very busy intersection.

I am very concerned about parking and/or access for people who do not live in the immediate vicinity of the proposed train stops- all three. there is poor access to the Avalon location so not sure why this would be a good stop. Delridge will be huge stop and Alaska Junction (based on current apartments under construction) also will have high demand. and high impact on the neighborhood.

Communication ID: 349514

Name: James Rostosky

Comment:

I have lived in West Seattle since 2013, my house is SE of Alaska Junction, about a 10 min. walk. After reading through the alternatives (nice job, these are presented clearly), it is very clear to me that the tunnel option is absolutely the best choice for West Seattle. The Alternatives Development Report [Feb 2019] Table S-1 Summary of Level 3 Alternatives Evaluation Findings is already favored toward this tunnel option - I refer here to the pros/cons laid out in Table S-1, most notably this point:

Tunnels in West Seattle . . . reduce property acquisitions/displacements . . . but add schedule delays, engineering constraints, constructability complexity and costs that are not included in ST3 Financial Plan or evaluation methodology and may require funding partnerships.

This point is absolutely surmountable:

We'd rather the project take longer to complete than finishing 'on time' in 2030. We have to live with the result FOREVER.

2. This business about "engineering constraints, construcability complexity, and costs" is a consideration, of course, but witness the SR-99 Tunnel project, which was rammed through Seattle, a bad decision from the outset, fraught with technical challenges, but still completed - late and over budget. If the powers that be want something, they'll have it, people be damned.

3. Cost? See point (2) above - if Seattle wants to be treated as a world class city, act like it. Build the best alternative, get the funding, ask Amazon and Boeing to actually pay their corporate taxes. When the Seattle leadership complain about lack of financial resources, they need look no further than inward. There is plenty of money in Seattle.

Please consider the tunnel option as the best choice for West Seattle, I believe its proper title is:

West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel Alternative

Thank you for your consideration,

Jay

Communication ID: 349515

Name: Natalie Novak

Comment:

I attended the meeting with Sound Transit regarding the light rail project to West Seattle. I would urge the board to consider the tunnel option for the following reasons: The elevated line will displace more businesses and homeowners. The elevated line will also impede the walkability of the Junction and surrounding area and take away from green space. As a resident that lives south of the Junction one of the things that I love about living in this area is that I can walk to the Junction. I feel we already lack any significant green space around the Junction and a non elevated line has the potential to add green space vs. take it away. The N/S orientation of an elevated line creates a significant impact on neighborhoods by effectively removing the neighborhood in large sections. If the line would continue south at one point

you are talking about eliminating a large amount of West Seattle's long established neighborhoods. With very little of the historic homes being preserved in this city I think we can do better. Also, if you ask people why they like living in this part of the city it's because we have such a strong neighborhood bond. We all know lots of people don't want to live here because of having to cross the bridge each day, but those of us that love this community understand why we so fiercely love our neighborhoods and this peninsula. The tunnel option would also allow for more affordable housing to built close to the Junction, with the recent changes to zoning for every one house the elevated line might take it is truly taking up to 3. As a former resident of Queens, NY I can also say that while riding an elevated line may be fine, living next to it is another thing. The complete lack of privacy and the noise level is quite detrimental to quality of life. In addition, if we are trying to encourage two way trips to West Seattle going with an elevated line that will effectively wipe out a lot of businesses in the heart of West Seattle negates any reason that someone would make a two way trip here. You would be taking the community out of the community. When the vote for ST3 was presented it was for a line to the Junction with the implication that it would go to Fauntleroy to the Junction and now it seems the other proposals on the table affect a far greater area of West Seattle. The newest elevated option was thrown in at the last minute with very little engagement. Many of my neighbors knew nothing about it until I told them. I would urge the board to consider an option that is not elevated nor running N/S on 41st, 44th etc.. just to turn around. It seems that an E/W orientation with a tunnel down to Delridge that can then run south to Burien if they vote to fund that portion causes the least amount of disruption. With a combination of bus service and or potential park and rides by Delridge we can preserve more of the neighborhoods, green space and land available for future housing. I urge you to consider how much the people of West Seattle love their neighborhoods which gives it it's true identity and use the option that causes the least displacement and that is right for the city overall. We just took down an elevated highway that blocked downtown from the water, why do that here it's such a confined space. We know elevated doesn't work in many ways in these neighborhoods hence why a tunnel was used in Bellevue, Capitol Hill etc..

Communication ID: 349516

Name: Sophie W

Comment:

As a resident of West Seattle since birth, I strongly oppose both the elevated light rail options. I am pro-light rail, and use it regularly in the U-District, Downtown, and Capitol Hill areas. However, building the elevated path the neighborhood surrounding the junction, specifically those near the West Seattle bridge and along Fauntleroy, would be unethical. In a neighborhood already disrupted by sudden expansive construction, a light rail station would only bring more people to an already over-crowded and increasingly gentrified area where family homes are being pushed out in favor of inaccessible-level expensive apartments to service big corporations like Microsoft and Amazon (we already have a dedicated shuttle parking lot for these workers to travel). The light rail will also further damage the neighborhood through noise and rattling - let alone the noise during the 10-15 years of construction. Not only will that be inconvenient, but the light-rail station will likely increase the danger of walking around our neighborhood; as a user in other neighborhoods, I have seen the negative impacts it has in the areas immediately surrounding the station - specifically the increase of fear in women walking around those areas at night. I think as a community, the residents of West Seattle would prefer to wait longer for the opening of the new tunnel-based light rail station than an elevated route that would permanently disrupt our community.

Communication ID: 349517

Name: Caroline Hughes

Comment:

Please do not put light rail on 14th ave. This will completely destroy the residential neighborhood, and compound and steady problematic parish situation. Consider ending light rail in downtown Ballard - market and 22nd - where the metro busses converge. Otherwise, how will residents who are not on the north/south bus routes on 15th access light rail - they will not take 2 buses just to get to rail.

Communication ID: 349518

Name: David Irwin

Comment:

I live at 909 5th Ave and have heard that there is a proposal to locate a train station in my block that will cause great disruption to our 127 residences, cause possible foundation and structural damage to our existing residences, and take our parking and storage away to facilitate the station. Please tell me you are not serious. The only residence in multiple blocks and that is where you think is a good idea to place a station?

You have a Public Library across the street. You have a Federal Building across the street. You have experienced growth in 3 towers within the last few years....why did you think disrupting people living downtown is a good solution but both existing governmental buildings and new corporate towers are not the automatic location of this new construction?

This is shameful. Please tell me you have more planning skills than this shows.

Communication ID: 349519

Name: Nicholas Timchalk

Comment:

I'm submitting a comment that addresses the route and station alternatives:

In my view, the core focus of route/station locations should be ensuring that the expansion begins operations on (or ahead of) schedule without placing an onerous increase in taxes on the community. The heat of the current debate appears to be whether the West Seattle station(s) will be elevated or underground. Either option will inevitably impact the surrounding communities. But if an underground line/station will cause a material delay/increase in the project budget, then we should choose the next best alternative: an elevated line/station.

Plenty of people support the West Seattle expansion, but at the same time, maintain a "not in my backyard" mentality. While understandable, the city needs to take a holistic view and not get distracted by this mentality. By moving forward with a rail line, we all need to accept the fact that our city will be changing, which may involve changing the way our city

looks and feels. While change is always hard, with the issues this city is facing, it's critical to keep this project moving at a healthy pace to create the change we all want (including improving our homelessness/income inequality issues).

Seattle, as a city, is in transition, moving from an "immature" metropolitan area to a city that can accommodate the high growth it is experiencing from the major industries that have laid their roots here. This growth period has exposed a large gap in Seattle's public transportation, which not only affects its roadways, but also homelessness, income inequality, and our community's environmental impact. Public transportation not only improves getting people from point A to point B, but it also has ancillary effects on these other key issues facing our community.

Seattle is in desperate need for efficient and effective public transportation that connects folks from Seattle's various neighborhoods.

Although some folks might have loud opinions against an elevated line/station, I believe those opinions will fade away once the station is operating and people are able to quickly and efficiently move among Seattle's neighborhoods. While an underground station is nice because it is "invisible", the debate over elevated or underground should stop when the distinction will impact the timeline in a material way. People will get used to an elevated line and the fears of impact to the surrounding businesses are purely hypothetical. Major metropolitan cities around the world (New York City, Chicago, Boston, DC, Tokyo) have elevated lines. In each of these examples, the densest parts of the cities have underground stations and the less-dense areas of the city have above-grade lines/stations. Those same cities have people living and working around the above-grade lines/stations.

If an underground line/station will cause a material delay/increase in the project budget, then we should choose the next best alternative: an elevated line/station.

Communication ID: 349520

Name: Jeremy Borrego

Comment:

I am a property owner in the Ballard and am excited for the prospect of light rail in the neighborhood. My first comment is to bring light rail to Ballard sooner and leave open the option to extend the line north or east. Secondly, I believe a tunnel is the only viable option to keep headways and ride times reliable. I regularly use the Ballard and Fremont bridges and they are raised frequently, even during rush hour. Ballard is a growing neighborhood and peak times will continue to grow longer as the economy, population, and housing grows in the area. I understand the alternatives, I would suggest studying a tunnel alternative on 20th and Market, which would limit property acquisitions and interference with industrial activities along the ship canal. There could also be an infill station later at Fisherman's Terminal. My second choice would be a tunnel station on 15th, which would still serve the Old Ballard downtown core where housing and economic activity is the densest. I do not support a station on 14th because it does not serve the population west of 15th. Active transportation to that station would be difficult because of crossing 15th and first/last mile connections are poor for the 14th station. I would suggest Sound Transit support the construction of the Burke Gilman Missing Link as well, to help connect the region to this station and the Ballard-West Seattle light rail line. Thank you for the opportunity to comment.

Communication ID: 349521

Name: Rick Elms

Comment:

Regarding the Light Rail in West Seattle. Please just keep the Rail station in the Youngstown Delridgearea. The junction is the most congested area in West Seattle already. The Parking that is there is for the Restaurants and Retail already on S.W. California. Where as Youngstown Delridge has an old business park a struggling workout gym and a large skateboard park and an old Community center and is much less congested. So it would much easier to have buses deliver people up and down the hill to the single Light rail station in Delridge. And you would save billions of dollars not having to build tunnels and tear down neighborhoods and churches and schools as you go up the hill. And from Delridge you have a direct route south to White Center and Burien. Please consider this option, as a long time West Seattle Resident I don't want the Uniqueness and Charm of West Seattle to disappear.

Communication ID: 349522

Name: Ben Johnson

Comment:

The reason I live in West Seattle is because it is one of the few parts of the city that you can raise a family. Don't destroy our neighborhoods for the sake of your own convenience.

If you are going to extend transportation through West Seattle make it underground to maintain the culture of this neighborhood.

I strongly oppose any above ground solution in West Seattle.

Communication ID: 349523

Name: Matthew Hagen

Comment:

WEST SEATTLE: An elevated line is acceptable given the price tag.

Alaska Junction station should be something along 42nd Avenue oriented south for the future. For walkshed, it would be great if the station moved more south (I understand there are some significant buildings in the way). If there is a way to reduce the amount of homes demolished the project, this would be optimum, but the areas called to be demolished are should be rezoned to high density commercial anyhow.

The Delridge station should be on the south side of Andover (between Andover and Dakota). The integration with buses and the reduction existing structure demolition is ideal. There should be a pedestrian connection built along the right of way of Dakota street that completes a pathway from 22nd Ave SW to Delridge to better integrate the Pigeon Ridge Neighborhood with the station.

SODO: it would be great to ensure good transfers between platforms and integration with buses (if they are to remain on the busway). I commute through this station daily and having buses and trains parallel is a nice redundancy in the network.

BALLARD: The station should go on 15th. I can't speak to the engineering required, but it's important to have the station on 15th for the integration of the bus lines and it's what seems walkable from Ballard Ave.

Communication ID: 349524

Name: Geoffrey Cox

Comment:

My family's preference is for the tunnel!

Communication ID: 349525

Name: Gaylin Gardette

Comment:

Hello,

I live in the West Seattle Junction "Urban Village". I would prefer if the light rail elevated structure DOES NOT go into the West Seattle Junction. It will mean that my home and many others are taken. It will essentially destroy a good portion of the Junction and eliminate too many of the single-family homes. I know that the Seattle City Council designated these "Urban Villages" to eliminate single-family homes and replace them with apartments near public transportation. They did this without the communities' input and behind our backs. These are our homes. Not an agenda to be checked off on Rob Johnson's resume so that he can resign early from the City Council.

If ST insists on bringing light rail into the Junction, then they should do it wisely and with less costs. Taking all of these homes is much too costly. The light rail could stop at the West end of the golf course at 35th Avenue, and run North/South along 35th. I know that ST is looking for a North/South option and this is one of them. ST could tunnel under 35th. ST could work with Metro to run a 24/7 shuttle from the station at 35th to the Junction. People could still get to the Junction, but ST wouldn't destroy the neighborhood in doing so. The other alternative is to tunnel under Alaska. Tunneling under Genessee doesn't seem like the wisest option to me because of the noise and vibration issues it could cause to the single-family homeowners. These are our homes. Displacing us and/or tunneling under us should not be taken lightly.

I am strongly against an elevated structure into the Junction or an elevated station being built in the Junction/Urban Village. I am strongly against ST taking my home through eminent domain. I am strongly against tunneling under the single-family homes in the Junction/Urban Village. I am sick to my stomach that Rob Johnson pushed through this horrible upzoning and then resigned at his first opportunity when his agenda was completed and he could check this off on his resume. I am sick to my stomach that Lisa Herbold voted to reduce the West Seattle Junction's Urban Village upzoning so that ST doesn't have to pay homeowner's like me as much should our homes be taken. The only benefit is that at least for the next few years until we find out if our homes will be taken, we don't have to worry about an

apartment complex being built right next door to us. I'm sure that at the first sign of our homes not being taken, she will ask the City Council to change our zoning to include a higher upzone.

Please listen to us and please consider these alternatives we're offering you to save our homes. Thank you.

Communication ID: 349526

Name: Tom Anderson

Comment:

I'm against the:

West Seattle Light Rail "Yellow/Gold alternative" route that would create an elevated railway cutting right down Genesee Street and turning southwest right around the 40th Ave/Genesee.

This is too close to existing neighborhood housing.

Communication ID: 349527

Name: Bette Bullert

Comment:

I strongly support the RED LINE option with the elevated running up the Fauntleroy Ave arterial.

I thought that's what we voted for before.

The RED LINE would be already on an established route. I suspect, like the monorail downtown, it will be less disruptive and lots cheaper than the other tunneling options.

I am not convinced it will be too noisy, like the woman who was advocating for one of the tunnel options at the West Seattle market today.

Communication ID: 349528

Name: Anthony Wisen

Comment:

I am opposed to at-grade in Ballard. Please tunnel. Thank you.

Communication ID: 349529

Name: Dennis Eaton

Comment:

I prefer the tunnel option for the light rail links to West Seattle and Ballard. Although it is more expensive, I believe it would be a much better solution for Seattle. Reasons:

--Above ground/elevated would be noisy, cause problems with traffic, and would disrupt neighborhoods.

--Below ground would not take away real estate that could be used for badly-needed housing.

--Below ground has served other cities very well and could likewise serve Seattle

But be sure to install adequate parking garages at the light rail stations. Many of us would use light rail but cannot easily get to a bus stop that would connect us with light rail.

Communication ID: 349530

Name: D Richardson

Comment:

An underground station across the ballard bridge to 15th & Market NW would make sense as it is the main intersection. Please do not construct a railway going down 14th street & 58th street. I own a unit on that street and we already took out the parking lot to pave way for an expensive park that operates on a tiny sliver of land (originally reserved for parking). 14th & 58th is a residential street, so we are already dealing with a useless park and the rampant homeless tents that are popping up everywhere, last thing we need is for the county to torture us with more useless shit. If you guys want to construct an efficient railway why don't we adopt something like the RER in Paris? I'd be willing to pay for that because I'd actually use it!!!!!! To sum it all up: NO.

Communication ID: 349531

Name: Drew Lautenbach

Comment:

The proposal below makes the most sense to me. Service to an actual urban center will drive ridership numbers up and provide closer service to a lot more commuters. People being within walking distance to their transit options are a huge factor in usability. For example, as someone living in downtown Ballard why would I want to take a bus over to 14th to wait for the light rail when I could simply hop on the 40 right near my house and take that downtown? The proposal below is the best option, period.

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 349532

Name: John Nakagawa

Comment:

The process is transparently designed to favor the Sound Transit representative alignment. For example:

Tying the Ballard and West Seattle Tunnel options together to maximize the cost and schedule favoring a conclusion that this EIS option would deliver less, later.

Maximizing the displacement between Delridge and 28th Avenue by changing the station alignment.

Sound Transit tunnel options study has consistently massed unpopular, expensive or impractical elements with a tunnel to weight the decision process against treating the physical environment of South Seattle with the same defference that STII treated North Seattle.

Communication ID: 349533

Name: Elisa Clements

Comment:

Hello,

I am a resident in West Seattle and I support the tunnel option for the light rail expansion to the Morgan Junction/Burien!

I am very excited for our neighborhood future!

Best,

Elisa

Communication ID: 349534

Name: Mark DeFaccio

Comment:

It is imperative that the West Seattle Link Rail Chosen minimize the impact

on the West seattle Golf Course, an asset that cannot be replaced and is the

envy of many citys around the nation, and unmatched in its location and

positive impact on the area.

Communication ID: 349535

Name: Arron Miller

Comment:

I am very opposed to the orange line routing option for West Seattle, this seems like it would have the most negative impact on the community, effecting a largest number of residence. The orginal routing (red line) still seems the best, being routed along a major transportation corridor with the least cost. My second choice would be the tunneling option, which would have the least impact on the surrounding community in terms of housing displacement, potential noise and traffic effects. If a north/south orientation for the WS terminal is more desireable has an more open location along the east side of Fauntleroy Way near Alaska St for the elevate red line been considered? This would seem to have the least residential impact while keeping cost down and is still near enough to the junction location.

Communication ID: 349536

Name: M Kato

Comment:

Re the West Seattle Link Extension

The Blue (north crossing and tunnel options) is the best of the three very similar options. Despite the added cost, the environmental impact and the long-term aesthetics and practicality of the tunneling are worthwhile.

The reality of positioning the rail to travel aboveground on SW Genessee from Delridge to Avalon is horrid. The grade is extremely steep and the road is narrow. It is the only East/West corridor between Delridge and Fauntleroy for several miles and that is why Metro chooses to run its Route 50 that way as do several school buses -- the road has no room to spare for support structure.

Communication ID: 349537

Name: Fred Schubert

Comment:

Hello,

Please consider NOT altering West Seattle golf course in any way. It has been as is for many years bringing great joy to the community. There are only 3 Seattle golf courses and this is the only one that has a great layout. Jefferson has been turned into an unplayable track since the loss of the 11th and 12th holes. Jackson's layout is not good.

West Seattle golf course is a beautiful area loved by many. Revenue from this course can only increase. It is a Seattle One of a kind gem. Any changes to the layout will be forever! This course should be played by my grandchildren.

Please consider my thoughts. Please feel free to contact me at any time.

Thank you,

Fred Schubert

Communication ID: 349538

Name: Rick Yeabsley

Comment:

Please do the utmost to minimize the impact on the West Seattle Golf course. This golf course is the most affordable for low-income residents who love golf but cannot afford to play country club golf. Golf is seen as elitist by the uninformed, but this is far from the truth. It is one of the only competitive and social activities that men and women late in life can enjoy. Not everyone rides a cart. Many people walk. The impact along the boundary is going to be tremendous by taking part of the course property and introducing noise into the green space, and possibly shortening the course, not to mention the construction staging. This might not ruin the golf course but will have a very negative effect on the experience on most of the back 9 holes. An elevated option near the course would have the least effect, so that is the plan I support

Communication ID: 349539

Name: Daniel Pusilo

Comment:

Do not damage, or change the integrity of the West Seattle Golf Course with any part of the project to expand the light rail.

Communication ID: 349540

Name: Anonymous

Comment:

It seams as if the public golf course is a easy target for city officials to push.

City land that seams a waste, in officials eyes. don't affect a Seattle treasure,

do your research and understand what this golf course means to the city. Just like

historic buildings in DTN area. West Seattle Golf course also is just that.

Communication ID: 349541

Name: Jennifer Kogut

Comment:

For the envisioning of link from Alaska Junction down to Burien - Please tunnel underground. We do not want above-ground light rail ruining our beautiful neighborhood.

While a tunnel is more expensive, it is the better way to preserve our neighborhoods, preserve housing which is already in high demand (fewer houses need to be bought/demolished when tunneling) and if it's good enough for Capitol Hill, Beacon Hill and the U-District, then it's good enough for West Seattle too! Keep in mind that we are all paying taxes for those other neighborhoods tunnels, so why shouldn't West Seattle expect the same treatment?

I live on 45th SW and my home would be greatly impacted by an above-ground rail in the area.

Communication ID: 349543

Name: Doug Johnson

Comment:

Don't tear up the West Seattle Golf Course for this project! Sound Transit spends a ridiculous amount of money inefficiently and this would be one more example.

Communication ID: 349544

Name: Jennifer Powell

Comment:

Please do not utilize the West Seattle Golf Course as part of the West Seattle Light Rail. In addition to being the finest city-owned course, it is well-used by our residents. Over 30,000 rounds of golf per year represents significant income to the city. Many younger golfers play here indicating that that WS Golf Course will be utilized by future generations.

It is a lovely green space providing habitat for many of our urban wildlife and contributes to the overall environmental health of the West Seattle neighborhood.

Please minimize the impact on this historical course when planning the routes for the West Seattle light rail.

Thank you,

Jennifer Powell

Communication ID: 349545

Name: Brian Smith

Comment:

Do not bring the line from Delridge up Genesee impacting the West Seattle Golf course. The golf course is Seattle's finest and the revenue generated there impacts parks throughout the city. Any changes to the course will negatively affect rounds, revenue and the historic nature of the course.

Communication ID: 349546

Name: Ryan McDonald

Comment:

Please don't allow this to effect the West Seattle Golf Course. This is a true gem of our city.

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349547

Name: Ryan McDonald

Comment:

Please don't touch west Seattle golf course.

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349548

Name: Paul dascher

Comment:

The West Seattle golf course is the best municipal course in the Seattle area by far! This recreational teach has so much wildlife and beauty that should be protected not disrupted by light rail. Over 55,000 rounds get played here every year.

Please don't disrupt this tracks layout.

A concerned longtime west Seattle resident.

Communication ID: 349549

Name: Ryan Meneely

Comment:

I'm writing to express my concerns about the impact the West Seattle Rail Link Project could potentially have on West Seattle Golf Course. West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course. When people talk about West Seattle Golf Course, they associate it with iconic public courses like Beth Page Black and Torrey Pines. As it currently exists, WSGC gets somewhere in the realm of 56,000 rounds of play per year, the revenue from which goes to support the entire Seattle Parks Department and its programs. Any impact to the golf course from the Light Rail Project will be a devastating blow - not only to the golf course and its loyal community of golf enthusiasts - but to all of West Seattle residents for the green space the course provides and historic significance to the area.

It is imperative that the chosen Link Rail route DOES NOT impact West Seattle Golf Course in order to maintain its Historical Design and Environmental Integrity. Thank you for your attention to this matter.

Sincerely,

Ryan Meneely

Communication ID: 349550

Name: Kory Teichgrab

Comment:

Please don't destroy the West Seattle golf course! It's a Seattle treasure. Thanks Kory

Communication ID: 349551

Name: Bob Whiteside

Comment:

Please maintain the integrity of the West Seattle Golf Course in the plans for the Light Rail Link Extension. This course is the “Jewel” of Seattle Public Golf with a history that needs to be maintained!!

Communication ID: 349552

Name: Greg Bohrer

Comment:

I support the expansion of light rail throughout the region...

However, when it comes to West Seattle please keep in mind that the West Seattle golf course is one of, if not the best course in the area with a rich history and a huge number of rounds played every year. I urge you to not infringe on this wonderful resource.

Communication ID: 349553

Name: Jeff Jolma

Comment:

Please do not affect the West Seattle Golf Course, which hosts over 56,000 rounds of golf a year.

Communication ID: 349554

Name: Mark Sullivan

Comment:

Please find an option that does not involve changing WS golf course.

Communication ID: 349555

Name: Roger Dubbs

Comment:

The West Seattle Golf Course/Alaska Junction proposal as I understand it will completely ruin the West Seattle Golf course. This is the best public golf course in Seattle and provides the community with the ability to learn and play golf.

Please reject this alternative outright. I believe it would close the course altogether. The Pigeon ridge/West Seattle Tunnel option would also harm the course, disrupting its classic design (by the same designer as Pebble Beach).

The options running up SW Gennessee Street would have little to no impact and would be far better options.

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 349556

Name: LeeAnn McMillen

Comment:

I'm not sure who came up with the idea that the station should run North South, rather than East West. I don't understand the logic. Whether the line goes down 41st, 42nd or 44th, what happens when you get to Gatewood hill? How do you get to Burien eventually if that is the goal. An elevated station on that terrain seems silly and not cost efficient. West Seattle residents can travel to Burien via the main line.

Stick with the East West Option. Tunnel from Avalon to 40th and Alaska. Consider putting the station at the current Bank of America lot so that people can walk from California or Fauntleroy. No need to take it to 41st, 42nd or 44th. Most buses come down on California or Fauntleroy (or 35th) anyway. Use the Jefferson Square parking lot and underground for equipment/staging. Let the urban village morph into a higher density zone while keeping the feel/livability of the Junction for all kinds of folk - dwellers in apartment, condo, single family, senior housing - we can co-exist. I support a reasonable, well thought out plan for bringing light rail to West Seattle.

Communication ID: 349557

Name: Johann Schmidt

Comment:

I just wanted to call attention to an idea floated by Dale Menchhofer. There had been previous proposed alignments to get a station deeper into Ballard but they were all dropped due to excisivley long bridges and tunnels. Dale seems to have hit upon a potential option that would only require a tunnel as long as the current proposed tunnel options. Allow for a potential new station location at Fishermans Terminal that could be back filled for a later time or done now, if the Port wants to chip in for it. And ultimately allow for a station location at 20th and Market street, right in the heart of

Ballard. Which would allow for not only a station commuters would use but also unlike the 15/14th street stations allow for a station that visitors would want to use to walk/shop and eat in Ballard. You can review his proposal over on the Seattle transit blog. https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 349558

Name: Grant Lingg

Comment:

Do NOT mess up the West Seattle Golf Course with light rail. It is one of only three courses serving our lower income folks in Seattle. The train can go elsewhere!

Thank you, Grant Lingg

Communication ID: 349559

Name: Jason Jerome

Comment:

I want to express my concern for the proposed elevated light rail plans for Ballard. I believe we should NOT use an elevated rail for Ballard. I believe either a tunnel or taking advantage of the existing grade along the freight and Amtrak track that the Magnolia Community Council is advocating.

Communication ID: 349560

Name: Stephen Rountree

Comment:

Please do not damage the West Seattle Golf Course as part of this project. It is a treasure of our community.

Communication ID: 349561

Name: Lori Garlock

Comment:

I am in favor of a tunnel option for ST3. The impact on residential homes and businesses in the Junction area would be irreversible. I believe some businesses would move out,the neighborhoods nearby would be ruined. 120 plus homes

would be destroyed with potentially hundreds more in ST4. Tunneling would allow less destruction & a better visual than an ugly elevated monstrosity. Let's do it right!

Communication ID: 349562

Name: Peter Binder

Comment:

Hello, I enthusiastically voted for Sound Transit 3 to expand light rail through Seattle and the region. I'm a big proponent of mass transit, having taken the bus from West Seattle to the Eastside as my regular commute for many years and more recently to lower Queen Anne. I've lived in the Urban Village, between Oregon and Genesse, for over 20 years, having raised both my children in this neighborhood. I've supported higher density in this neighborhood and have appreciated the changes over the last decade. However, I believe building an elevated transit through the heart of West Seattle is a grave mistake, especially after we've finally done away with another eye sore in Seattle, the Alaskan Way Viaduct. I also believe that running the elevated rail away down Genesse into the Junction would ruin a wonderful neighborhood around the northern part of the urban village. Not to mention that the proposal going up Genesse is going up some of the steepest hills in that area, requiring that the track be at a significant height. I can't see or understand how that would be an acceptable proposal for any neighborhood.

I hope that Sound Transit will reconsider the tunnel option for West Seattle and if not, then at least build what was voted on in ST3: an elevated structure down a major arterial way (Fauntleroy) instead of through an established residential neighborhood that would affect many families and diminish what makes West Seattle a great place to live.

I would also recommend reevaluating the option proposed by JuNO, combining the Avalon/Delridge station along with a shorter tunnel to the junction (terminating around 42nd). This seems like a good compromise to provide mass transit to West Seattle, with the least impact for businesses and residents.

Thank you,

Peter

Communication ID: 349563

Name: Daniel Pusilo

Comment:

The West Seattle Golf Course is the best public golf course in Seattle. It is conveniently located and has over 56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 349564

Name: Lori Garlock

Comment:

I am very much in favor of the tunnel option for West Seattle. If not financially feasible let's diminish the impact of destroying existing neighborhoods & utilize major arterials Fauntleroy / 35th Ave. The line could also be stopped at Avalon,MANY buses go close to that intersection. The continuation of the line (ST4)could go south from Delridge,serving a greater number of people w/o disrupting an incredible number of homes if it continues down 41st SW. Thank you. Lori Garlock.

Communication ID: 349565

Name: Sandra Simila

Comment:

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Communication ID: 349566

Name: Lori Garlock

Comment:

I believe any above ground option for West Seattle LR would set a terrible precedent for the ST4 phase south to Burien/High Point . This area is overwhelmingly residential & it would destroy homes w/o much benefit. Thank you. Lori Garlock.

Communication ID: 349567

Name: Alan Bernahl

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

30,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

I would be deeply saddened to see this impact the best golf course in Seattle.

Please make other arrangements for the location of this project.

Lifelong 73 year and West Seattle resident!!

Communication ID: 349568

Name: John Gonder

Comment:

Don't tear up West Seattle Golf Course. It's one of the few remaining recreational facilities that pays for itself and others. It's the gem of the Seattle Golf courses, as is. There are better places to put support facilities in for another Mass Transit Tax Subsidized project, that are just as convenient. Pick another park or unused lot(s) that are just wasting money or are not revenue generating.

Communication ID: 349569

Name: Kacy Hochstatter

Comment:

Please keep the golf community in mind when making decisions about light rail plans. The city has several country clubs, but very few public courses where the general public can play at a reasonable cost. West Seattle is the best of the lot, and to make any sort of drastic changes to the course would be a disappointing blow to the rich history of golf in our amazing city.

Communication ID: 349570

Name: Mo Khamlichi

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349571

Name: Michelle Kummerow

Comment:

Please don’t change the West Seattle golf course! It is a historical landmark and huge social network for the west Seattle area. 56,000 rounds of golf a year!

Communication ID: 349572

Name: Gabriel Albacarys

Comment:

I oppose the above-ground light rail plan as it currently stands. The "Yellow line" route would interfere with areas that are great future sites for higher occupancy housing and would not push the rail line far west enough to be centrally accessible to all members of the West Seattle community. I think a line that follows California Avenue and has a stop at Alaska Junction (which would enable bus-rail transfers for most of West Seattle) would dramatically increase the usefulness of the line. I am not a fan of the increased environmental impact and cost of the tunnel version of the line, but I believe it's a better alternative for the community.

However, I feel that the option of a streetcar-style system has not been fully explored. It is true that California Avenue is currently too narrow to support a dedicated streetcar rail lane, but if street parking were to be removed along California and instead off-street parking were developed (e.g. building a 2+ story garage behind Alaska Junction), it is very likely that we could accommodate more parking and still have a road wide enough to allow building a streetcar line through the main thoroughfare of West Seattle.

Communication ID: 349573

Name: James Thorsen

Comment:

A tunnel is the only way that is acceptable to handle light rail to West Seattle!

Communication ID: 349574

Name: Katie Kuciemba Halse

Comment:

First, I'd like to thank Sound Transit's WSB project team for the immense amount of work to bring the project into the scoping process. Having worked as the Sound Transit East Link Community Outreach Supervisor for six years (from the DEIS through pre-construction), I appreciate how Sound Transit has incorporated lessons learned into the planning process for ST3 projects – including advanced work with stakeholders and partner jurisdictions. The ELG and SAG are evidence of an evolved process; however, it should not replace the important direct stakeholder and potentially impacted property owner outreach that's required of a project this size.

As an avid supporter of light rail – and a proponent of the ST3 program – I support the extension to West Seattle but would like to ensure that it meets several key objectives:

Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system.

- Living approximately three blocks from the Avalon Station, I know this is a challenging multi-modal environment to overcome. I challenge Sound Transit to work with the Seattle DOT and King County Metro in designing a hub that will be the first entrance into West Seattle for many commuters (particularly coming from the West Seattle Bridge). This should include ped/bike features that enable safe travel, ample bike parking, transit layover with attention to bus services along 35th Ave. to the south, and design for drop-off and pick-up.
- The Avalon Station location has an opportunity to integrate amenities within walking distance such as the YMCA West Seattle, Providence Mount St. Vincent, several childcare facilities, the West Seattle track, the West Seattle Golf Course, and Camp Long. Safety is presently a concern across Fauntleroy/35th Avenue; I look forward to a robust station area planning process to take on these existing conditions.
- Sound Transit should consider an alternative station location for the Alaska Junction Station.

Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the City of Seattle Department of Transportation, Seattle Public Schools and local transit agencies.

- Please consider construction impacts in the single-family area of Belvidere – particularly with a large population of children.

- Consider detour options that spread the traffic – and please consider the impacts to increased traffic on Dakota. There's currently a public school bus pick-up on the corner of 35th and Dakota which is already challenging in the morning commute. Additionally parking is allows on both sides of the street, often requiring single car throughput which would be particularly difficult in a detour situation. Please work with Seattle Public Schools on bus routing.

- Work with the City of Seattle in developing zoned parking around the Avalon Station – both during operations and construction. When a contractor is ultimately hired, there should be a robust parking program so that construction workers are not using neighborhood streets to the extent possible.

- I overwhelmingly support Sound Transit and the City of Seattle entering into an agreement to determine the financial feasibility of a tunnel alternative. While I support a tunnel, the public should better understand the trade-offs, such as construction methodologies, sequencing and schedule.

Partnership with the City of Seattle to plan for and fund transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.

- The City recently approved a rezone of the properties south of Fauntleroy (Proposed LR2 decreased to RSL), in what appears to be a concerted planning effort with Sound Transit. Sound Transit should not only be working with the City on potentially affected location, but should also be working with the City on those blocks within a 1-2 block radius of the alignment which are ideal locations for redevelopment. Use the lessons learned from Bellevue's Spring District (advanced/concurrent redevelopment) and from Beacon Hill (delayed redevelopment) as a way to engage local communities.

- Between the Avalon and Alaska Junction Station, consider ways to create a buffer between the traditionally single-family residences to the north and the incredible opportunity for TOD/increased housing density around the station and guideway.

A commitment to working with local communities to assess potential impacts.

- I respectfully request that Sound Transit consider ways to work with potentially impacted property owners as a preferred alternative advances. I was surprised to learn of the new Yellow/Orange line coming out of the Level 3 work of the ELG – this was a new option that had not been well-vetted with the local community that it most impacts. Having worked for Sound Transit, I know this can be done better.

- Should the Yellow/Orange line be advanced, impacts such as noise, vibration, traffic need to be evaluated in the single family area of Belvidere so that a residents fully understand ways these impacts could be mitigated.

I support advanced study of the tunnel alternative. I also encourage Sound Transit to consider an elevated alignment that utilizes Fauntleroy and Alaska, rather than cutting into the single family neighborhood of Belvidere.

- Should an elevated alternative be selected between Avalon and Alaska Junction, the Board must seriously consider the loss of developable property with the yellow/orange alignment between 36th Avenue and 41st Avenue.

- Should an elevated alternative be selected between Avalon and Alaska Junction, the Board should consider a station location at Jefferson Square which is prime for redevelopment.

- While not perfect, I would encourage Sound Transit to assess the feasibility of the Seattle Subway elevated recommendation into West Seattle.

Light rail to West Seattle will be an incredible benefit to our neighborhood, our City and the region. Please feel free to call on me should I be able to provide assistance, particularly as the City and Sound Transit consider a tunnel financing plan.

Communication ID: 349575

Name: Rick DeVore

Comment:

Don't mess up W Seattle golf course. It's one of the few areas nearby that hasn't been spoliled by irresponsible growth. We need light rail, just don't touch the Course!

Communication ID: 349576

Name: James Bluhm

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349577

Name: Thomas Horbett

Comment:

I strongly urge Sound Transit NOT TO DAMAGE the integrity of the great West Seattle golf course, where 56,000 rounds are played each year. This course has been around a long time and it would be terrible to sacrifice this priceless heritage.

So I fully agree with the golf club's members statements:

"The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines, and its 56,000 rounds per year provide revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and environment."

Communication ID: 349578

Name: Ed Doyne

Comment:

I am in favor of the light rail system and support its development.

I am opposed to the route options which pass between the South side of the West Seattle Bridge and Pigeon Point as it goes to and from the proposed Delridge Station.

I support the proposal to revisit the Purple Line which would go further South on the East side of Puget Ridge, tunnel through the ridge and go straight up Genesee Street.

I believe the Purple Line route saves more affordable housing in the Delridge area, eliminates one 90 or more degree curve, disrupts less traffic and Port operations, and most selfishly, does not take away or endanger my property at the very tip of Pigeon Point which also provides affordable rental housing.

I don't understand how the Elected Leadership Group, the Stakeholder Advisory Group, and the Sound Transit board eliminated the Purple route alternative based on only a 5% design cost estimate which labeled the Puget Ridge tunnel alternative too costly. I have heard about the City Light concerns of disruption to their switch station(s) and the fact that the Port still would have some impacted property, and the bridge crossing the Duwamish will have to be longer. I still don't believe those concerns, when weighed against the benefits of a 50 year project, justify elimination of the Purple Line alternative.

I urge the two Leadership Advisory Groups AND the Sound Transit Board to put the Purple Line back into the EIS process.

Communication ID: 349579

Name: Tim Hunter

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully,

Tim Hunter

Communication ID: 349580

Name: Felicia Egelman

Comment:

Hello,

Please consider putting as much of the line in West Seattle underground as possible. This is to save existing homes, and for the aesthetic quality and usability of the neighborhood. Please do not degrade this up and coming neighborhood for the sake of saving money. Let's find a way to do this right for future generations and future expansion. We've waited long enough for light rail - we deserve to have the same consideration as other neighborhoods such as Capitol Hill when considering costs as a factor determining design. Let's not skimp now, and regret having ugly, disruptive impractical elevated tracks as soon as the project is done. Thank you for your consideration.

Felicia Egelman

West Seattle, 98126

Communication ID: 349581

Name: Will Dornes

Comment:

I am a big user of the light rail and I think it's expansion is very important to the city of Seattle but it should be done in ways that don't largely impact communities and historic areas. If that lightrail were to impact the West Seattle Golf course it would have a big impact on the community of golfers that call the course home and offer a place to get outside for 4-5 hours in the city of Seattle. If the light rail were to have a big impact on the course I don't think it would be regarded as one of the best city golf courses and the community would be impacted, especially since 50k+ rounds are played there a year.

Communication ID: 349582

Name: Kirk Vezie

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

30,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 349583

Name: Lou Cuevas

Comment:

The integrity of the West Seattle Golf Course must be a priority in the design of light rail. This is an integral part of the cities park system.

Communication ID: 349584

Name: Cara Figgins

Comment:

There is a huge amount of city property at the West Seattle Golf course and adjacent to the golf course that could be used for a final WS station. We do not need a station in the middle of neighborhoods that are already served by efficient bus routes. This would also save a significant amount of money and not disrupt the community or its tax generating houses all along the proposed route.

Communication ID: 349585

Name: Arthur Godwin

Comment:

Date: 31 March, 2019

To: wsbscopingcomments@soundtransit.org

Cc: sally.bagshaw@seattle.gov, Jenny.durkan@seattle.gov, Jeanne.kohl-welles@kingcounty.gov, ron.endlich@soundtransit.org

Subject: W. Seattle/Ballard Link extension: Midtown Station Comments

Thank you for coming to my home and meeting with the community to discuss the W. Seattle/Ballard Link Extension. I live at 5th and Madison condominiums located at 909 5th Avenue. I support the Link expansion, but I do have concerns about the potential Midtown Station entrance location which could be averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5th between the Public Library and the Federal Courthouse. Recently it moved to the area along 5th between Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would

go through our residential parking and storage space, require re-routing of entrances and exits, as well as impact critical residential infrastructure such as gas, water, electrical, communication, fire safety systems, refuse/recycle systems and puncture our building foundation. Having onsite parking and storage adds not only to the value of my home but to the usability and enjoyment of my home. Meanwhile the head houses would consume the only accessible green space in our part of town.

Of equal importance, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

800 5th plaza area (5th and Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5th and Marion would make a spectacular station and is more centrally located for the skyscraper population. The Rainier Club would make a less spectacular but even better location, especially given the 701 4th ave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse or across the street in the Public Library. Both publicly owned, both beautiful, and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Arthur R Godwin II

909 5th AVE UNIT 1002

Seattle, WA 98164

206.902.8378

Communication ID: 349586

Name: Nick Hodapp

Comment:

I am an 18 year resident of Pigeon Point in West Seattle; my home is close to 23rd and Andover, which is one or two blocks from the various proposed "Delridge" light rail stations. I've lived here since 2001; we have remodeled our home, we are raising children in the neighborhood, and my wife works at the Pathfinder school 3 blocks from our home. We have roots here.

To be frank I am not excited by any of the light rail options. My primary concerns are the impacts accessing my neighborhood during construction and the noise and parking issues once the station opens. My street is a a convenient 1 block away from the last bus stop out of West Seattle (Andover and Delridge) and serves as a nice place for people to park in the morning before they catch a bus downtown. Unfortunately for us we only have on-street parking at our home so this is sometimes a problem. Because 23rd Ave is a dead end that is only 2 blocks long we are ineligible for the special parking permit-required that could alleviate this. With light-rail on the horizon and so close to our home I believe this problem will become worse - people will drive to our street, park, and catch the light rail downtown.

I am also very concerned about noise. We live up-hill from the proposed station and sound will travel. We've become accustomed to the white-noise from the Port and Nucor (Steel Mill). But a regular "ding ding ding" of trains approaching station will be unacceptable to me. That the proposed options call for a highly elevated station makes this even worse since it will likely be line-of-sight from my home.

Delridge is too narrow to receive light rail, elevated or not. I've seen light rail in Seattle and it works best when there is space for it. Delridge does not have the space. Installing elevated light rail here will dramatically change the character of the neighborhood, and not for the better.

The tunnel option with a station at Delridge/Genessee beneath Pigeon Hill is the most palatable to me. I'm still not excited about it, but at least it reduces the impact in the immediate Andover/Delridge intersection, and hopefully the noise that would impact the majority of the Western side of Pigeon Point. I'm still not excited about this option because I believe it would impact the stairs from Delridge to 21st Ave at Genessee that are a key piece of the character of our neighborhood - my kids take those stairs to school every day. But a station at Genessee/Delridge makes more sense as it is slightly further South and could serve more people. In my opinion there should be an option that brings the light rail into West Seattle even further south than Genessee.

Secondarily, I'm not excited by elevated rail near the Alaska/California junction in West Seattle. The proportions are all wrong - again, California nor any of the surrounding streets are large enough street to accept light rail. Incorporating light rail here will ruin the character of the neighborhood and the reason we chose to live here. I say build it underground or don't build it at all.

I will likely leave this neighborhood if light rail is built here above ground. It saddens me to say this because I'm so invested in our home and neighborhood. But I will not stand to live with a constant "ding ding ding" a block away, nor with the inability to park in front of my own home.

Communication ID: 349587

Name: Cara Figgins

Comment:

We currently have a housing shortage in Seattle. West Seattle is in the middle of a substantial increase of available housing that will help with the shortage. In addition, new regulations will allow home owners in West Seattle to increase the density of available housing by building cottages and accessory dwelling units on our property. The new raised train proposal would eliminate critical housing and stall out the development of new density improvements as well as eliminate critical tax revenues from the increased value of properties in the neighborhoods.

Communication ID: 349588

Name: Dan Kramlich

Comment:

I'm writing as a West Seattle resident, and a supporter of light rail, and Seattle Parks and Recreation. Specifically, I'm concerned about the potential impact of this project on West Seattle Golf Course and Stadium. As an avid golfer, I can tell you that West Seattle Golf Course is unequivocally the best of Seattle's courses. I play there regularly, and mingle with people who travel from well outside the city to spend their money there. They handle over 50,000 rounds of golf per year, which is revenue that the city would be missing out on if the course were compromised. (Of course, golfers also buy food and drinks and golf merchandise, which is also a great source of revenue for the city.)

Selfishness aside, I worry about the impact on the community of compromising green space in the city. One of the reasons Seattle is such a pleasant place to live is because of places like Lincoln Park, Camp Long, Alki Beach, and the West Seattle Golf Course, which caters not just to golfers, but local runners and dog walkers and all kinds of people. This is in addition to the obvious environmental benefits of having a space like this in the city. There are a ton of trees on the course, as well as beaver dams, and Longfellow Creek, which is a salmon run as well.

From a transit standpoint, I think ST3 is great, and I'm looking forward to someday being able to take rail downtown, or to Ballard, or even to my job near Queen Anne Hill. I just hope that the impact to city parks, and specifically West Seattle Golf Course, is minimized.

Communication ID: 349589

Name: Jordan Proudfoot

Comment:

Looking at the options for extending the light rail through the West Seattle neighborhood, the impact on housing is a big concern. With an ongoing housing shortage already pushing up prices and forcing many to look elsewhere for affordable means of living. It seems that choosing the option with the smallest impact to housing is an important component to take into consideration. Whether this means a tunnel option, or choosing a street like 35th Ave that may be wide enough to for the additional structure.

Communication ID: 349590

Name: Paul McDaniel

Comment:

Thank you for coming to my home and meeting with the community to discuss the W. Seattle/Ballard Link Extension. I live at 5th and Madison condominiums located at 909 5th Avenue. I support the Link expansion, but I do have concerns about the potential Midtown Station entrance location which could be averted at this early stage in the design process.

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Equally importantly, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

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Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

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Under the front lawn of the Federal Courthouse or across the street in the Public Library. Both publicly owned, both beautiful, and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Communication ID: 349591

Name: Cara Figgins

Comment:

The raised train would have a significant negative impact on the environment in west seattle where we have a large number if nesting eagles along 41st Ave in the age old tree.

Additionally it would ruin the neighborhood that ha drawn people to west seattle and further degrade the tax generating capability of the neighborhood on both side of the train.

Communication ID: 349592

Name: William Browning

Comment:

I would prefer to have the light rail on 15th. It seems simpler and does not impact the park that was recently built near 14th and nw 60th. 14th avenue is not a main thurough faire and does not need to become one.

Communication ID: 349593

Name: John Riley

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 349594

Name: Cara Figgins

Comment:

The raised train route down 41st can not be extended south without multiple turns back to 35th ave or further west. 41st runs into the puget sound only a few miles south of the alaska junction. It is not the correct route to save money because it ruins tax generating property and will cost more money to traverse multiple busy streets to facilitate a true extension to the south.

Communication ID: 349595

Name: Cara Figgins

Comment:

We do not need a station up in Alaska Junction. It is well served by busses and the busses could meet the need to reach the Junction from a train station on city owned property at and around the West Seattle golf course. This would also eliminate the need to disrupt the severely needed housing that is currently being built in West Seattle.

Communication ID: 349596

Name: Jordan Proudfoot

Comment:

Adding an elevated light rail through the West Seattle neighborhood would have negative impacts. This would include increased noise and visual obstructions to a currently quiet and established community. This impact would also be felt by the houses that would no have to be demolished and family's that would be forced to move in order to make space for the new structures.

Communication ID: 349597

Name: Graham Snead

Comment:

don't touch the west seattle golf course.

Communication ID: 349598

Name: Janet Manuta

Comment:

I moved to West Seattle almost 4 years ago from Upstate New York. I came for the urban nature of this neighborhood, the amazing walkability component, and the feeling of city living in a cozy space. We were fortunate to be able to purchase a small townhouse in the alley between 40th and 41st and Alaska and Oregon, just steps away from the vibrancy of the Alaska Junction.

The proposals to build an above ground Light Rail will completely destroy the nature of this neighborhood. I am sure that you will be able to see beyond the dollar sign and come to the realization that numbers projected on a piece of paper do not begin to represent the wonderful camaraderie of this small community in Seattle.

I also work as an art teacher at Hope Lutheran school, a neighborhood oasis where children and staff have developed an amazing culture of learning. Please do not disrupt the education of these children and all the children of West Seattle..

Communication ID: 349599

Name: Louis Manuta

Comment:

March 31, 2019

Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Re: West Seattle and Ballard Link Extensions

Dear Ms. Swift:

While I have previously submitted comments on the West Seattle portion of the extension project, it is essential to bring to the forefront several important issues to better ensure that they are seriously considered.

First of all, no rational human being who has ever been to the West Seattle Junction neighborhood could support an elevated track to the West Seattle Junction, other than for a possible (and unsubstantiated) belief that it will cost less than a tunnel. Notice I didn't write "to build a tunnel," because there are upfront costs, construction costs, maintenance costs, as well as equally important on-going costs to a project like this that should never be ignored. The on-going costs to an elevated track will far exceed anything a tunnel would cost; some are tangible (such as the loss of valuable residential real estate that could help support affordable housing – one of the region's other stated goals), while some are less so (the loss of a neighborhood's livability).

To begin, for several weeks before the most recent ST3 vote, Sound Transit supporters spray-painted signs on the sidewalk at each corner of the Junction at Alaska and California indicating from here (below ground) that you could travel to Ballard in x number of minutes. Then one block in each direction the same supporters spray-painted an arrow on the sidewalk pointing to the Junction indicating the same thing. The people who voted to approve the measure certainly did not envision an elevated train 60 feet or more above their heads that terminated over the center of the Junction. No rational person who has ever been here would.

While Sound Transit is looking to bring light rail to West Seattle, the City is looking for ways to bring more affordable housing into the area as well. Both projects are equally important and neither should negatively impact the other. An elevated track unequivocally would. Such a result would not only take every parcel of land along the track route, but property on either side as well. This would make housing affordability even more of a challenge as fewer parcels would be available for people to live on. The eminent domain costs to acquire this property is likely far higher than Sound Transit is willing to admit. So, we would be left with a multi-mile long eyesore in a densely populated residential neighborhood with fewer opportunities for residents of moderate means to live here. Very counterproductive.

While there will be significant disruptions should either a tunnel or an elevated track be deployed (noise, traffic, etc.), the land required for a tunnel will be significantly less both during the construction and the operational stages. Your charts verify this point. However, Sound Transit's data does not take into consideration that the cost for the tunnel could be far less than anticipated and the timeframe for completion could be significantly shorter than anticipated, as it was with the Northgate tunnel. The Urbanist reported that the extension came in $52 million under budget and on-time. (See: https://www.theurbanist.org/2018/02/02 northgate-link-budget-schedule-sound-transit-reports/

There has also been discussion that maybe the West Seattle extension should anticipate future growth southbound, towards White Center and Burien. While I am glad to see that Sound Transit is being forward thinking, that eventual extension does not need to lead from the West Seattle Junction station. Geographically, it makes far more sense to bring the line directly southward from a Delridge station. This way, for future growth, it makes no difference whether the West Seattle Junction station is an east-west or a north-south station. This is significant because even with a tunnel, regardless of configuration, fewer houses will be lost (and the lives of fewer families being profoundly disrupted) than with the orange elevated track option and its north-south station.

Therefore, I respectfully request that Sound Transit seriously consider:

(1) Most people who voted for the proposal based on the "information on the ground in the Junction" do not now and did not then support an elevated track and station in the West Seattle Junction.

(2) The overall cost differential between a tunnel and an elevated track may be less significant than Sound Transit is sharing with the public.

(3) The forward thinking to bring light rail to Burien is warranted, but that expansion should come directly south from Delridge and not from the West Seattle Junction. Thus, the configuration of the West Seattle Junction station (east-west/north-south) is irrelevant.

(4) The goal of bringing affordable housing to West Seattle will be destroyed by an elevated track.

Sincerely,

Louis Manuta

Communication ID: 349600

Name: Xenia Callahan

Comment:

West Seattle deserves a tunnel for Sound Transit just like the Capitol Hill, Beacon Hill and University District tunnels. West Seattle has handsomely funded every tunnel built in this City while patiently waiting for its share of the rapid transit benefit. An above ground option in West Seattle will:

remove existing homes in the middle of a housing crisis,

take blocks of developable, transit-oriented affordable housing off the table,

reduce/depress home values anywhere near the elevated light rail,

reduce property taxes along the immediate route of light rail (due to reduced home values),

increase noise near residences, and reduce the quality of life & environment for residents under, along or near the route, versus improving the area, which is supposed to be the goal and,

remove many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

West Seattle deserves a tunnel!

Communication ID: 349601

Name: Matt Korpela

Comment:

I'm disappointed at much of the already operating Link routes, especially where the tracks mix with road traffic. It's such an inefficient way to run a mass transit system.

For the route into West Seattle, while a tunnel is preferable, even more of a priority is a route that can be done quickly and cost effectively. With this in mind, I prefer a route that has the ending station facing south (rather than the

representative project's west facing ending point). This may hopefully enable eventual expansion towards White Center (and beyond?).

For the route through SoDo, keep in mind that as downtown grows, the only space for the continued growth is southward into SoDo. While zoning codes will need to be updated, it's probably safe to assume that one day SoDo will have more workers, residents and visitors.

Communication ID: 349602

Name: Bradly Dodgion

Comment:

Please do not impact the West Seattle Golf Course

Communication ID: 349603

Name: John Benson

Comment:

I would like to voice my concern about the proposed alternative elevated route running along Genesee Street. This design would negatively impact the residential neighborhood through which it would pass. In addition to displacing families, it would be traveling nearby homes and schools in the neighborhood and disrupt all of our lives. If the North-South oriented station is a priority, the most appropriate alternative would be a tunnel in order to preserve our neighborhood. Seattle already has a lack of affordable single family housing and I do not feel any should be sacrificed for an elevated light rail track through the heart of the Junction neighborhood.

Communication ID: 349604

Name: Debi Yeabsley

Comment:

The historic West Seattle Golf Course provides crucial environmentally-sensitive green space to the increasingly dense Puget Sound Region. It is the best public golf course in the city and it serves as an important social and recreational community resource.

If an above ground option is selected for the route along Genesee:

A higher guideway would have less impact on the golf course and neighborhood.

I request that construction and operation of the light rail guideway and tunnel encroach on the golf course property as little as possible.

I appreciate the fact that the plan to cut through the heart of the golf course has been removed from consideration. Please implement a plan that will serve the community and have the least impact on the West Seattle Golf Course during construction and operation.

Communication ID: 349605

Name: Robert Krauthamer

Comment:

I believe an elevated line would be a disaster and displace too many people. Also it would ruin the quality of life for many people near the elevated portion that don't get displaced. A tunnel going East West is the best option. Any elected official voting for an elevated line will likely lose their next election for not representing the people of West Seattle.

Communication ID: 349606

Name: Robert Krauthamer

Comment:

The line should only go East/West. People in Burien should not have to go to the junction to get to downtown and Ballard. The amount of housing that would need to be removed is not worth the gain of going North/South. Any North/South line should be on Delridge.

Communication ID: 349607

Name: Debra Alderman

Comment:

Hello,

I have been to a presentation by the Sound Transit team which revealed a new above ground "orange" route in West Seattle. I wanted to let you know that as a resident of the Junction neighborhood, I feel that this is probably not a good option. Here are some reasons:

As I understand, there was a recent request for the design team to come up with a route that would have a north-south oriented station in the Junction which would provide the option later to extend the light rail to the Burien area. I want to point out that very few people really want to go back and forth between Burien and the Junction in W. Seattle. Most people want to just get to downtown Seattle or beyond in the quickest and most convenient way possible. For those who live in Burien, it makes a lot more sense to have a branch line that would go down Delridge. This would preserve much more housing and existing businesses on the surface in the dense area of West Seattle between the Alaska/California Junction and the Morgan Junction. And if a tunnel was going to be considered between the Junction

and Burien, that would be a heck of a long tunnel and very expensive. And a surface route in that area would mean demolishing hundreds of exhisting homes and businesses. Sorry, this just doesn't make sense.

So my recommendation is to use the money for a tunnel between the Delridge cooridor and the W. Seattle Junction and just stop the line there. I feel that preserving as many existing housing units as possible is a high priority and a tunnel option achieves that.

I personally think that a station around 41st and Oregon will be in a good central location and minimize the negative impacts to our neighborhood. Having the station on Alaska street might mean actually demolishing fairly new housing that has been built in the last few years along that street. That really doesn't make much sense if we all agree Seattle needs more housing units.

Thanks for allowing me to provide my input.

Regards,

Debra Alderman

Communication ID: 349608

Name: Susan Titus

Comment:

Light Rail

A below ground tunnel for light rail stations will cost more but over time it will be worth it. Having a below ground tunnel has advantages over above ground:

- the city could acquire less property, and therefore save money
- less impact on surrounding neighborhoods
- less property tax money lost
- less noise pollution
- fewer trees lost and more inviting to eagles and other wildlife
- more inviting to pedestrians and residents

Before building the stations a decision should be made if the line is to continue on to Burien. If so, why should the line go through residential West Seattle? That area already has good north/south bus service. Running a light rail between California and Fauntleroy duplicates what already exists. Why not run the line through an area that doesn't have good bus service? Or that has more property that is city owned such as the West Seattle Golf Course, Camp Long or Deldridge Community Center so that fewer homes and businesses are demolished. Why not run the line down 35th or Deldridge?

Communication ID: 349609

Name: Robert Krauthamer

Comment:

I reviewed the material that the elected officials are using to determine if an elevated line is better or worse than a tunnel. None of the material included close up 3D mock ups of what these elevated lines would look like from street level or from nearby homes. I lived in New York next to elevated lines. They are noisy, too close to buildings and homes, and even dangerous to any point over a street with vehicular traffic. The 3D pictures in the presentation does not reflect the reality that an above ground line would create, especially for those living right next to it. A tunnel is the only option that makes since. The extra 700 million is worth it in the long term.

Communication ID: 349610

Name: Caisa Wasbrekke

Comment:

I am a member of the West Seattle golf club and have playing golf at West Seattle Golf Course for 20 years and I wish to go on record with my comments about the proposed Sound Transit link light rail routes to West Seattle. Regardless of the route that (elevated or tunnel) is selected, it is important that it have the least impact on the golf course during construction and operation. The West Seattle Golf Course is an historic landmark that provides crucial environmentally sensitive green space in a densely populated Puget Sound region that is growing increasingly more dense each year. Additionally, for any golfers in Seattle - WS golf course is the best public course in the city and is an important social and recreational community resource and hub - I bring visitors to Seattle to play WS golf course so it is providing revenues to the city of Seattle.

I understand that the plan to cut through the heart of the golf course has been removed from consideration. This would have completely destroyed the course. If an elevated route along Genesee is selected, it would have less impact on the golf course and neighborhood.

Again, I urge you to select the route for West Seattle that has the least impact on the golf course during construction and operation.

Thank you,

Caisa Wasbrekke

Communication ID: 349611

Name: Steve Matson

Comment:

Please consider the integrity of the 18 hole

West Seattle Golf Course when planning the link rail route.

This is the best public golf course in Seattle by far and should be preserved in its present

configuration if possible.

Communication ID: 349613

Name: William Tenneson

Comment:

Please steer clear of the West Seattle Golf Course in its entirety. I have lived in Seattle over 50 years and that Golf Course is a singular gem allowing citizens to kick back and enjoy the great outdoors. It's an urban sanctuary.

Communication ID: 349614

Name: Kelsey Johnold

Comment:

In all the options presented I believe that the tunnel is the only viable option as the others will negatively impact the neighborhood through additional noise, traffic, visual disruption and the removal of some businesses and homes.

As a homeowner for one of the sites where a station is proposed I would like to see alternate routes where there is already open space existing like the parking lots on 42nd and 44th. Also in the environmental study it is important for me that the noise, visual disruption and traffic be studied as I believe an above ground option will have a drastic impact on the neighborhood.

Communication ID: 349615

Name: Bradley Nelson

Comment:

I am a Ballard resident who works at Starbucks in SODO, so I am very interested in the future of this project. While I understand that many would prefer the look of as many tunnels as possible, I'm concerned that this will delay the projects unnecessarily. Elevated structures will allow us to build more grade separated transit faster, and to more places.

As far as specific routes go, I am in favor of the Occidental line, as it is closest to Starbucks, a major office in the region. For Ballard, the 14th Ave NW elevated line makes the most sense to me. As the 15th ave nw area gets denser, this will area will make sense.

thank you!

Brad Nelson

Communication ID: 349616

Name: Tony Savelli

Comment:

I would highly suggest that we work towards having as much of the light rail run underground as possible. I understand their are significant costs associated with the "purple line". I cant help but look at the recent Viaduct demolishing and tunnel replacement as a lesson learned that we should not look to repeat. That tunnel costs much more the longer we waited to construct it, in addition we finally are getting rid of the concrete raised freeway to help the Seattle waterfront become an area that all our or citizens want to use and enjoy. It seems like constructing a new raised concrete transportation system right through one of our oldest and most beautiful neighborhoods would be a shame.

Communication ID: 349617

Name: Anonymous

Comment:

Stay out of the Alaska Junction

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority. Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Consolidate Avalon and Delridge Station

Lessen the impact to Alaska Junction and Delridge.

Communication ID: 349618

Name: Anonymous

Comment:

Pursue the YANCY STREET/WEST SEATTLE TUNNEL option to implement with the least amount of destruction. It is perfectly fine if you do not get to destroy the Alaska Junction for a privileged few who want a more convenient commute and this is not justification to take any residence in West Seattle.

Enhance the existing bus service to something that supports underserved areas now.

Travel further south down west marginal to camp second chance to provide service to white center and connect to the airport.

Communication ID: 349619

Name: Kelli Garces

Comment:

I'm impressed by Sound Transit's hard work and initiative to bring transit to all areas of Seattle and beyond. It's smart and imperative that our city be connected by a dedicated transit system, and ST seems up for the challenge. My only concern (though a major one) involves many rumors about ST running elevated rail down established residential streets in West Seattle (Delridge, Morgan Junction). I can't imagine how Sound Transit would make a choice of that nature. Is this true? Transit should be in place to serve the community, not displace or destroy the homes and life long investments of current residents. Every Seattle-ite is highly aware of the extraordinary investment required to purchase, maintain, and pay taxes on a home in this city. To even consider eliminating or effectively destroying the value of blocks of lovingly maintained, hard earned homes in an extremely popular residential area is shocking. I strongly support elevated light rail placement on established commercial corridors and/ OR underground alternatives in areas where commercial placement is not possible. But PLEASE do not even hint and destroying homes or taking over stretches of residential streets. This causes so much IMMEDIATE harmful stress and market value deterioration, even if plans are 15-20+ years in the future. Thank you!

Communication ID: 349620

Name: Justin Cooper

Comment:

Hello, I live at 5932 41st Ave SW in West Seattle, and I'm concerned about planning of future routes that might impact this neighborhood, including potential above-ground routes in West Seattle down 41st, 42nd, or 44th Ave in future phases. I don't feel that there has been clear, direct communication from the city on this topic to people impacted by this. There is concern that these projects could potentially have substantial negative impact on the neighborhoods throughout construction on surface streets, and perhaps beyond if entire streets end up demolished. It could impact all of our neighbors and local businesses.

On a personal level, my family is worried about whether these projects could even result in the demolition of our home, and the Airbnb business that we run in our detached additional dwelling unit.

Communication ID: 349621

Name: Eric Poll

Comment:

We urge you to present the following Facts:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349622

Name: Conrad Uno

Comment:

Please do not tarnish the public "jewel" that is west seattle golf course.

It is a unique and invaluable part of the history, beauty, and integrity of the city of seattle.

No other municipal golf course in the state comes close on an aesthetic and

functional level. please please please leave this great asset intact and unchanged.

Communication ID: 349623

Name: Joseph Bradley

Comment:

I'd like to urge the board and other groups to choose the plan that minimizes impact to the West Seattle Golf Course. The course is a historical landmark, and is an important part of our urban landscape, similar to the role played by the Bethpage complex in NYC. The course's future depends on its credibility as a tournament caliber facility, and significant impact on the final two holes would undermine this.

Maybe most importantly, the course brings together a cross section of Seattlites around a shared love, and connects people across backgrounds and ages in a way that only municipal golf can. It's a unique facet of the Seattle community. Let's please not undermine this by unduly impacting the layout of the course as we move forward with this important project.

Communication ID: 349624

Name: Parie Hines

Comment:

All of the options have a particularly drastic effect on the Delridge neighborhood. I prefer the alignment that is a lower height and that is further south. I am most concerned about the potential loss of the neighborhood businesses at the north end of Delridge Way because they are well loved neighborhood centers of community.

I would like to see the tunnel option studied — not sure why that is not an option for the EIS since it is the most popular . Although more expensive, the tunnel would be the best solution because it would reduce heights and limit damage to the existing neighborhood fabric.

Communication ID: 349625

Name: Abigail Cooper

Comment:

Dear Seattle Sound Transit,

First, thank you for your consideration of public opinion and for your plans to bring mass transit to West Seattle. I am grateful and excited to watch the progress and efforts made to keep our city vibrant, green, and accessible.

It is my strong opinion that the West Seattle light rail should be built as a tunnel underground.

It is impossible to put a fair-market value on the community that is here in West Seattle, which will be severely and permanently disrupted with an elevated line. Besides the properties that will be destroyed (including my own, potentially), the noise and light pollution will be hugely detrimental to the sense of peace that pervades our sweet peninsula.

I moved to Seattle close to 5 years ago with my husband, who is native to the Puget Sound. I am from a small city on with a strong community, and while I love the opportunities afforded to us in a metropolitan area, moving to Seattle was an adjustment. I missed the sleepy coffee shops, seeing the stars, hearing birds instead of vehicles. I missed the restaurant owners knowing my name. I really missed old and beautiful architecture and neighbors sitting on porches.

We moved to West Seattle in December 2018, to a Craftsman home on 41st with a big front porch. Our neighbors welcomed us with gift baskets and dinner invitations. You can see the stars from my front yard! The houses are old and exude comfort and history. The trees are mighty and old. And yet, we are magically a 15 minute drive from skyscrapers! For the first time in 5 years, I finally feel home. There's no fair-market value for this.

I want to keep seeing stars and hearing birds and going on long, quiet walks. I want to raise kids in this historic, sleepy, beautiful community— a community that will certainly be irrevocably changed if we lose hundreds of historic houses and have a large, bright, and loud railway cleaving through the center of it.

Please use the technology and resources available to protect our neighborhood by minimizing the ecological, social, and societal impact that this project will entail. Please enable us to embrace and encourage progress without having to grieve our homes, our community, and the lives we foresaw within them. Please put the light rail underground.

Thank you for your time, for your listening ears, and for your efforts.

Abigail Cooper

5932 41st Ave SW

Communication ID: 349626

Name: David Griffiths

Comment:

Do not build on the golf course. This is a well used and quality park and the rail system should be placed elsewhere.

Communication ID: 349627

Name: Brendan Meade

Comment:

Please limit any impact to the West Seattle golf course with the light rail route. We have so few courses available to the public for a city the size of Seattle, and West Seattle is by far the best course of those options.

Damaging the course in any way would be an absolute travesty. Just because they have successfully maintained a beautiful piece of open land - does not mean it should be taken advantage of and ruined when alternative options/routes exist.

Thank you,

Brendan Meade

Communication ID: 349628

Name: Toni Wells

Comment:

There is a blue heron rookery in the trees on the north most slope of the Pigeon Point neighborhood. There are breeding pairs there. That hillside would be ruined by the line that goes along the south side of the WS bridge. Pigeon Point has had mud slides in the past, on 23rd. Please do more environmental impact studies. Your favorite route is bad for the birds and the hillside and it is also terrible for the neighborhood. Right now it is livable here, but the south of the bridge route will take away our business center, which is developing into a walking center. We will not have this community space which will be a hardship for our community environment. Please consider other ways of raising additional funds for tunnels, and consider how much better the environment will be for humans and hature if we create the tunnel.

Communication ID: 349629

Name: Beth Dwyer

Comment:

Please do not veer toward elevated tracks.the elevated tracks will impede vision on ground for cyclists, vehicles and less. It will disputes neighborhoods. Tunnel is the only good option!!!

Communication ID: 349630

Name: Jeffrey Tosh

Comment:

As a 4th generation West Seattlite, home owner, and member of various local social and not-for-profit organizations, I support and encourage public transit, but not at the expense of irreplaceable open space and recreational facilities such as public parks, golf courses, stadiums, etc., that make a true community. In an era of ever increasing population density, these spaces become even more essential to maintaining a quality of life that makes it worth living here in the first place. The very growth that creates the demand for increased density and transit, means that spaces like these are endangered and will not be created or expanded in the future. I implore the individuals and agencies involved in this transit project to protect these community and public assets from expediency and short sighted planning. Do it once, do it right.... for the long term.

Communication ID: 349631

Name: David Meyers

Comment:

West Seattle Golf course has to remain intact and free of all transit projects.

Communication ID: 349632

Name: Shari Lewis

Comment:

I wish to go on record with my comments about the proposed Sound Transit link light rail routes to West Seattle. It is imperative that whichever route (elevated or tunnel) is selected, it must have the least impact on the West Seattle Golf Course during construction and operation for the following reasons:

The West Seattle Golf Course is an historic landmark.

The golf course provides crucial environmentally sensitive green space in a densely populated Puget Sound region that is growing increasingly more dense each year.

The golf course is the best public golf course in the city.

The golf course serves as an important social and recreational community resource and hub.

The golf course provides significant revenue to the city of Seattle.

I appreciate that the plan to cut through the heart of the golf course will been removed from consideration. This would have completely destroyed the course. If an elevated route along Genesee is selected, it would have less impact on the golf course and neighborhood.

Again, I urge you to select the route for West Seattle that has the least impact on the golf course during construction and operation.

Communication ID: 349633

Name: Melissa Mitchell

Comment:

Please consider the purple line. The other lines destroy the integrity of this neighborhood. As a Pigeon Point homeowner, this is the best option for noise, aesthetics, impact on the environment, as well as serving the community best with its station locations. It will tie perfectly into the H Line.

Also, the Port should also be supporting this route and can also help fund it.

Communication ID: 349634

Name: Melissa Alfonso

Comment:

Our neighborhood deserves the purple line. We've helped pay for light rail for many years. Don't weasel out on providing us with the least impactful line because it's more expensive. Make the port contribute as this better serves the port as well.

Communication ID: 349636

Name: Julia Curns-Welch

Comment:

Any of the proposed adjustments look great to me, including the realignment of the end of the West Seattle line facing south, for future expansion. A tunnel would be pointless, and would only serve to maintain the NIMBY attitudes that already prevent urban infrastructure in West Seattle. We need visible transit, available asap.

Communication ID: 349637

Name: Gerald Incrocci

Comment:

I have been playing golf at WSGC since 1965, and play over seventy five rounds per year. With the cost of green fees, food , and drinks I spent over four thousand dollars last year.WSGS is one of the finest golf courses in the Seattle metropolitan area. I would hope that the RTA would pick a route and design, that would not compromise or have to redesign any of the holes along the north boundary of the course. (13,15th & 17th greens,& 18th tee box). I have no doubt that any changes would greatly affect the revenue generated by this golf course. I know that the RTA won't be able to satisfy everyone, but I hope that the route and design will not adversely affect WSGC.

Communication ID: 349639

Name: Brad Carlstedt

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349640

Name: John Foster

Comment:

Please DO NOT intrude on the West Seattle Golf Course - The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 349641

Name: Rand Fullington

Comment:

It's imperitive that the light rail route in west seattle not harm West Seattle GolfCourse which is the finest of the Seattle metro courses. This course annually has 56,000 rounds played generating significant revenue for the city as well as adding a sense of community. This course is a treasure that must be protected and preserved. Thank you.

Communication ID: 349642

Name: David Hammerstad

Comment:

I do not know what the present plan is, but I am writing as a West Seattle resident and member of the West Seattle golf club, to urge against taking any land or forcing an alteration of the golf course. It is a gem of a public golf course--affordable, unique, beautiful, an oasis that is easily accessible to most in the city.

Communication ID: 349643

Name: Scott Miller

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Bethpage Black and Torrey Pines. West Seattle also hosts several programs to get local youth engaged in the game of golf.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Environmental Integrity.

Gratefully,

Scott Miller

Communication ID: 349644

Name: Bryan Barnett

Comment:

When looking back on this decision, people will likely be critical of us.

Instead of using a perfectly good, wide street. You cut through a neighborhood so you can reduce some engineering problems.

In the short term the yellow line may be sensible. But the in the long term it will forever change a section of West Seattle whose perimeter is drawn by Fauntleroy Way SW and an elevated light rail. People who live in this neighborhood will see this, and remember that this was done to save money, during an economic boom.

Communication ID: 349645

Name: Brian Elert

Comment:

Hello, I have lived in Seattle my whole adult life and consider the many parks we have in the city a precious gems. As an avid golfer I've been a member of West Seattle Golf Course for over 30 years and consider the best golf course in the area. I understand progress is unstoppable but what is, is the marginalization of our city parks and West Seattle Golf Course is one that should remain untouched by the progress of your light rail plans. Consider this, the West Seattle Golf Course is unmatched in the region for an intercity golf course similar to other great municipal golf courses such as Beth Page Black and Torrey Pines both of which are nationally recognized as outstanding municipal golf coursed and revered by the communities they serve as well as those who visit from other parts of the nation to play golf. West Seattle hosts 56,000 rounds per year providing revenue for all Seattle Parks Department programs as well as open space for families to share.

It is imperative that the Link Rail Route chosen minimizes impact on West Seattle Golf Course in order to maintain its Historical Design and Environmental Integrity.

Thanks for considering my opinion and make the right choice in preserving this gem of a City Park!

Communication ID: 349646

Name: Linda Rosenwood

Comment:

I greatly prefer the citizen proposal that puts the station on Market St. (really 56th) and 20th Ave NW. That would be closer to where more people live, and is a much more open and less busy area than trying to put it on 15th or 14th, which would be way more disruptive.

And please, NO MORE BRIDGES THAT CLOSE FOR BOATS!

Linda Rosenwood

Communication ID: 349648

Name: Richard Petters

Comment:

To minimize impact (visual, noise, crowds and traffic) on local neighborhoods please do the following:

Tunnel it. One of the reasons the monorail was defeated was because it was elevated. We are tearing down the elevated section of 99 viaduct because its ugly and noisy. Don't repeat this mistake with an elevated light rail structure into the heart of West Seattle. Tunnel it please.

Place stations on either 41st or 42nd. This area is in the center of West Seattle's business area, more accessible, and would have a lower impact on residential neighborhoods.

Route elevated portion of tunnel route on the north side of the West Seattle bridge.

Communication ID: 349649

Name: Steve Martz

Comment:

I wanted to write concerning the routing of the light Rail in West Seattle. Currently, it looks as though the light rail will run next to the Wets Seattle Golf Course. The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black and Torrey Pines. It hosts 56,000 rounds per year providing revenue for all Seattle Parks Department programs. It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Environmental Integrity. Changing the course layout would severely impact the course.

Thank you,

Steve Martz

Communication ID: 349652

Name: Katherine Coolures

Comment:

Hello,

Having lived in a condo for 16 years on Avalon and Genesee, and after living on Avalon since 1997, it would be highly preferable to do the "Tunnel" version of the light rail project for the "future of Seattle" and to maintain the beauty in the West Seattle neighborhood versus a high rise track that would remove peoples homes (single family as well as multi-family apartments and condos). It may cost an approximate $700M more for the tunnel but the character of the neighborhood would stay basically in tact and all the people living in the neighborhoods would not be displaced especially during a housing crisis when trying to find the same value in the neighborhood for so many people affected would be beyond challenging if not impossible. I vote for the TUNNEL. Please think about the "Future of Seattle". Tunnels last and the ugliness of large overhanging tracks to the neighborhood would be tragic as well as detrimental to the people living in buildings that would have to be demolished to accommodate them. TUNNEL! Thank you.

Communication ID: 349653

Name: Christina Petrie

Comment:

I love this proposal - makes a whole lot of sense.

Communication ID: 349654

Name: Christina Petrie

Comment:

I love Dale Menchhofer's proposal. https://seattletransitblog.com/2019/03/21/a-better-ballard-option.

Makes a whole lot of sense.

Communication ID: 349655

Name: Vicki Rova Mueller

Comment:

Having been a resident of West Seattle for nearly 25 years, I wish to go on record with my comments about the proposed Sound Transit link light rail routes to West Seattle. It is imperative that whichever route (elevated or tunnel) is selected, it have the least impact on the West Seattle Golf Course during construction and operation for the following reasons:

o The West Seattle Golf Course should be considered an historic landmark.

o The golf course provides crucial environmentally sensitive green space in a densely populated Puget Sound region that is growing increasingly more dense each year.

o The golf course is the best public golf course in the city.

o The golf course serves as an important social and recreational community resource and hub.

o The golf course provides significant revenue to the city of Seattle.

I appreciate that the plan to cut through the heart of the golf course has been removed from consideration. This would have completely destroyed the course. If an elevated route along Genesee is selected, it would have less impact on the golf course and neighborhood.

Again, I urge you to select the route for West Seattle that has the least impact on the golf course during construction and operation.

Thank you in advance for taking this into consideration.

Vicki Rova Mueller

Communication ID: 349656

Name: Lars Tangen

Comment:

Please limit the impact on the West Seattle Golf Course. This is a fantastic course and one of the few inner-city courses in the area.

Thank you!

Communication ID: 349657

Name: Kevin Carey

Comment:

please do not effect the West Seattle golf course it is one of the last great municipal course that we can play for a reasonable sum. thank you

Communication ID: 349658

Name: Cari Simson

Comment:

Dear Sound Transit:

Below I outline opposition to the Ballard light rail options that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

Salmon Bay is a salmon bearing waterbody and it's sediments are slated for future State MTCA and Federal Superfund cleanup.

Also, there are historic creeks that run along 11th Ave NW and 14th NW and empty into Salmon Bay in stormwater pipes, and disruption of groundwater may cause issues. PLEASE consider how support columns would impact habitat, water and groundwater and soils.

This option would result in infrastructure out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or

restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, and potentially altering or removing brand new Gemenskap park.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve.

I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

Cari

Communication ID: 349659

Name: Tom Garvey

Comment:

The West Seattle golf course is a local treasure for golfers, the best public courses in the area. It's course designer, H. Chandler Egan, designed some of the best courses in the Pacific Northwest and partnered with fabled course designer Alister MacKenzie to redesign the historic Pebble Beach Golf Links. West Seattle hosts about 56,000 rounds per year, which not only offers Seattle golfers and outdoor enthusiasts a wonderful opportunity to partake in the game, but it also provides a nice revenue stream for the city.

Today I am writing to implore Sound Transit to protect the historical and environmental integrity of this city treasure, the West Seattle Golf Course, by minimizing any impact that the planned West Seattle Link Rail Route May have on the course.

Thank you

Communication ID: 349660

Name: John Poitras

Comment:

You extorted money from the taxpayers for this boondoggle..

Stay the hell away from our golf course..

I mean it..

Communication ID: 349662

Name: Roderic Davis

Comment:

Please work to minimize impact to West Seattle golf course. It is a huge community asset threat has endured over Roman and one that we should work hard to protect.

Regards,

Roderic

Communication ID: 349663

Name: Mark Jefferies

Comment:

Do not alter the West Seattle golf course

Communication ID: 349664

Name: Mark Jefferies

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349665

Name: Ryan Caruso

Comment:

Please, please, please avoid impacting the West Seattle Golf Course. That's been the home of so many friendships, fun times, exercise, and great views for so many people over the years. It's the best course we have in the city and available to everyone to enjoy. Impacting it in a negative way would be devastating to the many of us who love the place and use it regularly, creating revenue for the city.

Communication ID: 349666

Name: Steve Wagener

Comment:

I live in West Seattle.

It's already noisy and crowded.

Put the train underground.

They'll thank us in the future.

Communication ID: 349668

Name: Dana Czerwinski

Comment:

We are excited to get light rail however are very strongly against the proposed options with an elevated rail to the junction. This will destroy the neighborhood feel as well as too many homes in the area.

I would like to see either tunneling to the junction or a single location in West Seattle at possibly the Alki lumber location which I have heard is scheduled for closure sometime in the future. This is close enough to the junction and buses could easily get there for service in the Alaska Junction and Delridge area.

Communication ID: 349673

Name: Ann Rodak

Comment:

I wish in West Seattle where it shows the system passing right through the edge of the golf course and Delridge Park/community Center it wasn't cutting right through one of the quietest and most natural places. It seems unfortunate and poor that the people that enjoy that area would lose what makes a quiet natural area natural and quiet but letting the light rail cut right through at that point. Why can't the light rail be either underground in that part or stay alongside Delridge Road SW? Keep development where development should be and not in the natural places.

Love that the light rail is going through Interbay. I like that it would be raised. I sure miss the old views of the water from the old # 15 bus before there were big buildings in the way. So, I guess, its a nice perk if you take light rail to have a nice view once in a while. We don't have that from Hwy 99 anymore and we've lost a lot of places to view Seattle's unique beautiful geography that perhaps we took for granted. Seattle used to be unique in providing egalitarian access to views but that is changing very rapidly.

In Ballard, I surprisingly like the cable bridge option (paint in some cool Scandinavian color) though I wish it delivered the ridership to 15th Ave NW. Again, not sure why 14th has to be the place to be disrupted with all the tracks and traffic not to mention the disruption to the commercial fishing and maritime by adding another bridge and more people. The area near Ballard Market is a neighborhood and they just added a small park that has a really nice feeling and openess. It would negate all that effort to end the line on 14th. Also, wouldn't it make sense for the line to all the way up 15th and tie in at the north end of Northgate creating a kind of north/south hub?

Communication ID: 349674

Name: Randy Good

Comment:

Please do not change or alter the West Seattle Golf Course for the Sound Transit program. This golf course is the absolute best municipal course in the city and can not be changed in any way. This course is or should be a historic landmark, with beautiful green fairways and multiple tree species, not to mention the Longfellow Creek that runs through it. The views of the city on the back nine are unparalleled. I've played this course for over 30 years now and will keep playing it as long as it remains the same . Don't wreck something that is already perfect.

Thank you

Communication ID: 349675

Name: David Winter

Comment:

I am a member of and regularly golf at West Seattle Golf Club. This is the best municipal course in the Seattle area and no Sound Transit routing should include disruption of its layout and playability. It is a historic place, home of the WS Amateur and the Seattle Amateur - and it is affordable!

Communication ID: 349676

Name: Bob Chatalas

Comment:

Please do not infringe in ANY way on the West Seattle golf course, open to the public for decades and is a wonderful green space in the middle of the city—whether one plays golf or not. DO NOT INTERFERE WITH THE COURSE IN ANY WAY! Thank you!

Communication ID: 349677

Name: Noah Keteyian

Comment:

Hi, I'm a Ballard homeowner. As a family of four, we are all looking forward to light rail linking Ballard to downtown and the rest of the system. I do feel it's essential for the route to include either a tunnel under or fixed bridge over Shilsole Bay and to include no at grade street crossings. The Ballard station should be at Market and 15th Ave, as that is the natural neighborhood center point which will make it easiest for everyone to use.

Thank you.

Noah Keteyian

Ballard, 98107

Communication ID: 349680

Name: Beth O'Connor

Comment:

West Seattle has a neighborhood feel and one of the main reasons I moved here. The elevated track through the neighborhood would significantly diminish the neighborhood and lower property values - block views of the sound, additional concrete structures, and above ground noise pollution. Based on the description a tunnel will have less of an impact on homes and small businesses.

It is hard to depict exactly from the pictures, but looks like the North (blue track) would be less likely to impact the Skylark. As someone in the music community, I would want to be sure this business is maintained.

I do understand the need to increase the public transportation and support underground tunnels out of the options presented.

Communication ID: 349681

Name: Jeremy Borrego

Comment:

Thank you for the opportunity to comment. I am a property owner in Ballard and am excited by the prospect of having light rail in Ballard. My first choice is for a tunneled station in the neighborhood. The two moveable bridges (Ballard and Fremont) in the area are unrealiable due to frequent openings, even during rush hour, and have maintenance issues that can stop travel. Rush hour will also continue to grow as the economy, population, and housing grow in the neighborhood and region, which would make openings more disruptive to headways and travel time on light rail. I do not support a moveable bridge option for the light rail line. I would suggest that the project team look at a tunneled station on 20th and Market as another option. This would limit property acquisitions, interfere less with the industrial activities along the ship canal, and serve the densest areas of Old Ballard very well, including populations north and west of downtown Ballard. This option would also allow for an infill station later at the Fisherman's Terminal. My second choice would be a tunnel station on 15th, which would still serve the Old Ballard downtown core where housing and economic activity are the densest. I do not support a station on 14th because it does not serve the population west of 15th well. Active transportation (e.g. biking, walking) would be difficult due to crossing 15th and first/last mile connections are poor for the 14th station. I would suggest Sound Transit also support the construction of the Burke Gilman Missing Link, as well, to help connect the region to this station and the Ballard-Best Seattle light rail line.

Communication ID: 349683

Name: Anonymous

Comment:

West Seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Transit projects never return on investment and generally lose money on every ride. This is a tax for commuting convenience for a very limited few that think they are privileged to have the entire county pay for them to ride to work. I will never ride this train three miles to nowhere. And that has nothing to do with how ugly the proposal is. I do not support taking homes out of the community for a route and option no one wants that will be an eyesore. Transit does not reduce traffic. I am not obligated to pay taxes for someone else's commuting fee. Do not trash the Alaska Junction, do not buy any residential homes, Two stations are more than enough. Do not force options into west seattle that do not even serve the part of the community that is in the most need now. Light rail is a stupid limited route idea there is no flexibility in a rail system when it becomes obvious that the Amazon employees that do not drive, no longer live in west seattle.

Communication ID: 349684

Name: Deborah Johnson

Comment:

I strongly oppose light rail going thru West Seattle as it will have a significant impact on my home value and well as the rail would go right by my house!

Sent from my iPhone

Communication ID: 349685

Name: Sydney Johnson

Comment:

Hello -

I strongly oppose the above ground light rail extension through West Seattle as this would destroy the neighborhoods of West Seattle. These are people's homes we are talking about that would be permanently destroyed.

Sydney B. Johnson RN, MSN

717.572.2144

Communication ID: 349686

Name: Anonymous

Comment:

In case anyone is actually reading this - I am a 25 year tax paying resident of West Seattle and on the topic of light rail, the elected officials and the unelected ST do NOT represent me.

Formal Notice to Sound Transit: Focus on making the YANCY STREET/WEST SEATTLE TUNNEL the route of least damage and destruction to the community, and add to the EIS.

Communication ID: 349687

Name: John Kieltyka

Comment:

Hello,

As a West Seattle Junction resident, I'm writing to express my opinion that regardless of what route is chosen for light rail into West Seattle, a tunnel makes the most sense. Preserving the character of this wonderful neighborhood should be of paramount importance; it is simply too disruptive to shoehorn an elevated solution into this area.

That said, I believe there are more options available than are being discussed. And the ideas that have been presented appear to be only part of the picture.

Tunnel station options

It has been pointed out that a benefit of a station along 44th St. is its proximity to the existing C bus line. The C Line stop at California and Alaska consists of two bus shelters and an ORCA card terminal.

Given the fact that the C Line runs down Alaska, it would be much less expensive to move the bus stop than it is to consider the building of an entire light rail station based primarily on nearness to an easily movable bus shelter.

That problem solved, there is then no difference between the 41st, 42nd and 44th station options, with regard to proximity to C Line buses. Each solution could then be considered based on other, more important, factors.

Comparative Estimates

Has anyone actually penciled out any comparative estimates - things like eminent domain purchases and environmental mitigation (e.g. noise treatment)?

There seems to be a narrative developing that assumes tunneling will cost $700 million more than an elevated solution, yet no cost of that elevated solution has been publicly provided (not that I've seen, anyway).

The responses I've gotten when asking how much an elevated station would cost are "We don't know that yet" or "It's too early for that."

Exactly how, then, is there such confidence that a tunnel will cost more at all, much less $700 million? In lieu of any public-facing information, I'm having difficulty avoiding two conclusions:

Either the cost of an elevated solution is known and is being withheld in order to dissuade those in favor of a tunnel, or the cost is not actually known, in which case it would seem problematic to assign any cost to a tunnel, when compared to an unknown...

The West Seattle Chamber of Commerce offers this guidance:

"The cost of tunneling will be somewhat offset by two factors: 1) the continuing reduction of the cost of tunneling through advancement of tunneling technologies and 2) the cost savings from not having to purchase as much residential housing stock and commercial land as would be needed to complete an elevated line into and through the heart of West Seattle."

The practical, on-the-ground aspects of this project need to be more closely considered and/or communicated. I am open to well-formulated solutions, but I don't enjoy feeling like there is something I'm not being told. Is a 44th St. station really an option because no one has considered moving a bus shelter? I certainly hope not.

Thank You,

John Kieltyka

4802 Rutan PL SW

Seattle, WA 98116

Communication ID: 349688

Name: Anonymous

Comment:

Enhancing existing bus service does not require new, additional infrastructure that I am sure Sound Transit will not maintain as a matter of prior performance. Do not saddle West Seattle with an eyesore you will not take care of, when west seattle has made it clear that two stations are more than enough, we do not want sound transit to destroy the

neighborhood while not providing service to the most under-served part of the community, and only providing 5 miles of transit is stupid. Select the YANCY STREET/WEST SEATTLE TUNNEL, add it to the EIS.

Communication ID: 349689

Name: Sarah Nelson

Comment:

I am writing in strong support of an option that is not being heavily discussed & without a doubt SHOULD.

The “Purple Line” aligns strongly with residents of West Seattle (particularly in the north end) and the West Seattle Chamber of Commerce.

It avoids interference with Port of Seattle activities that need access to Spokane St SW.

Provides immensely less impacts on the North Delridge community and North Delridge business node. I am particularly concerned with the strongly negative effect any other line would have on the Pigeon Point neighborhood.

Impacts of traffic from the Port of Seattle/Northwest Seaport Alliance operations, operations at Nucor Steel and traffic egressing and ingressing the Pigeon Point neighborhood (including traffic to Pathfinder School).

It would not require cutting into the sensitive northern steep slope of Pigeon Point that is currently owned by Seattle Parks. This area is a home to a tremendous amount of wildlife including herons who come back to the area every spring to nest. Avoiding this area would also allow light rail to avoid all the 4F considerations & hoops to jump through.

The cost could be offset by several factors, not the least of which is avoiding relocation costs of homes impacted by cutting to the Pigeon Point Hill. Recent sales are all in the $1 million range for view homes in that area. The cost to purchase all impacted homes on that bluff AND mitigate all the environmental hazards would be exorbitant.

I strongly support tunneling efforts through the north end of West Seattle.

The cost of tunneling will be somewhat offset by two factors: 1) the continuing reduction of the cost of tunneling through advancement of tunneling technologies and 2) the cost savings from not having to purchase as much residential housing stock and commercial land as would be needed to complete an elevated line into and through the heart of West Seattle.

As mentioned by the West Seattle Chamber of Commerce, it is imperative that the proposed alternate “Purple Line” which as proposed would cross the Duwamish River at a more southern location be included as part of any upcoming EIS scope for these reasons:

It would more easily allow two tunnel segments to be built more easily. One under the Pigeon Point neighborhood and the second from SW Avalon Way to the Alaska Junction.

The tunnel options would increase the opportunity for more transit-oriented development

Interconnecting of existing transit systems and those to come would be far easier to accomplish

Will help to preserve the urban landscape in West Seattle by eliminating towering pillars that will reduce existing travel lanes.

Will reduce oppressive shadows that will be cast by any elevated rail line.

Reduce the potential noise pollution not only in the Delridge corridor but along any other stretch of elevated line through our West Seattle community.

Minimize the potentially vast and impactful scope of taking by eminent domain of as much existing housing stock and commercial/business properties as appears to be envisioned by any of the elevated lines.

Minimize the impact on our West Seattle businesses and traffic during the construction as seems to be envisioned by any of the elevated lines.

Light rail should exist to serve & improve the community. Any alternative but the “Purple Line” would negatively impact an area of Seattle which has strived long & hard to remain diverse while being a robust contributor to the community at large.

Sincerely,

Sarah Nelson

425-766-2255

Communication ID: 349691

Name: Tom Atkins, Anne Ellis

Comment:

Thank you for the community meetings but unfortunately, we weren't able to attend any of them.

Still, we'd like to weigh in on light rail to Ballard.

We believe the Ballard light rail station should be in downtown Ballard, for easy access to the core business district. There's existing bus service to take people east and west along Market to make a downtown Ballard light rail station accessible to commuters and other transportation consumers.

The light rail absolutely should not travel on elevated rails along 14th Ave NW. There's a light industrial area near the ship canal, but most of 14th Ave. NW is residential and park area. Recently, expensive park blocks were created to calm traffic and make the street less congested and more pedestrian friendly. A rumbling commuter train is inconsistent with the current configuration of the neighborhood. Given the location of arterial streets through Ballard (and 14th Ave NW is not one of them), there are much better alternatives.

We disagree that there should be a fixed bridge over the ship canal and believe tunneling is the preferred option.

We don't have an opinion on whether or not it should go via Fisherman's Terminal or not. We defer to the neighbors, fisherpersons, and the businesses located there.

Thank you.

Tom Atkins & Anne Ellis

Communication ID: 349692

Name: Tom Atkins, Anne Ellis

Comment:

Further to our email below, we think a light rail drawbridge is an acceptable solution for crossing the ship canal.

What's not acceptable are the planned routes through residential areas in Ballard and West Seattle.

The other neighborhoods were tunneled through rather than condemning structures and this should happen in Ballard and West Seattle, too.

As well, work hard to change the configuration of the Senate and White House for 2020, boost the democratic majority in the House, and then pursue federal funds. Washington certainly sends plenty of tax money to the other Washington, especially with the $10,000 cap on deducting local taxes; let's get some of it back!

Tom Atkins & Anne Ellis

Communication ID: 349693

Name: KC

Comment:

1. Use a tunnel in West Seattle. In addition to negatively impacting the character of the neighborhood, an elevated structure seems challenging from an engineering standpoint (there's a lot of elevation gain up to the West Seattle Junction).

2. The West Seattle Junction station should be on Alaska between Fauntleroy and California (closer to California). Continue to grow the critical residential/business, pedestrian-friendly area on Alaska between Fauntleroy and California.

3. The proposed Orange/Yellow line is unacceptable. If elevated is necessary, there are routes – even the Representative alignment – that make more sense. The Orange/Yellow line would destroy residences and businesses and have a significantly negative impact on the character of the neighborhood.

Communication ID: 349706

Name: Eric Helmer

Comment:

Please do NOT do anything that will change the great West Seattle Golf course. It is a gem of a golf course that is open to all players - this is quite unusual and should be maintained!

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Environmental Integrity.

Gratefully,

Eric Helmer

Member of the West Seattle Golf Club

Communication ID: 349707

Name: Christopher Coulter

Comment:

As a long-term Delridge resident whose family will be dispossessed of their home by the Delridge Station, I want to state that neither myself nor my neighbors were actually notified by US Mail or any other method during the Level 1 and Level 2 scoping refinements. The current Level 3 options (Representative(Red), Blue and Yellow alignments for the neighborhood going into the EIS are not true alternatives as they all have the same affect on our neighborhood of dislocation 90+ working class families in one small area. This is not 90 properties spread out over a mile of track, but 90 all in a 2 block radius. Please require that true alternatives are actually evaluated for our neighborhood and bring back the Purple Line "tunnel" option and Andover St. options at least for purposes of the EIS. Thank You.

Communication ID: 349709

Name: Jordan Johnson

Comment:

Hello -

I strongly oppose the above ground light rail extension through West Seattle as this would destroy the neighborhoods of West Seattle.

Please excuse any errors as this is Sent from my iPhone.

Communication ID: 349713

Name: Tricia Doyal

Comment:

I am a 47 year-old woman of color and a working mother to a 7 year old. Living in north Delridge allows my son access to public schools we would normally not be able to attend while being able to maintain a job downtown. The blue line Delridge station would take my homes and the homes of lots of other working class families like me. We will have to relocate farther away from our jobs since we can't afford to stay in the same area. This will devastate our community. The impact of the blue line station on our neighborhood is too great.

Communication ID: 349714

Name: Ariana Johnson

Comment:

West Seattle has grown immensely in the last 12 years we've lived here. I appreciate the growth, know change is inevitable & support public transit. I also support better roads & other transportation investments. But I am angered by the jump to build an above ground rail through homes, sidewalks, businesses & green space.

Please don't cause unimaginable damage to our city neighborhood with fully quantifying & exploring a tunnel. I'm sure most would pay more for a tunnel & will be better in the immediate & long term.

Thank you,

Ariana Johnson

Pigeon point resident

Sent from my iPhone

Communication ID: 349716

Name: Christopher Coulter

Comment:

The "blue line" Delridge Station has a disproportionate impact on one neighborhood. The station should be put closer to Delridge, such as in the underutilized at-grade parking lot of the office buildings to the east on Delridge, or in the low-rise commercial areas slightly to north.

Communication ID: 349718

Name: Joe Filoseta

Comment:

I wish to go on record with my comments about the proposed Sound Transit link light rail routes to West Seattle. It is imperative that whichever route (elevated or tunnel) is selected, it must have the least impact on the West Seattle Golf Course during construction and operation for the following reasons:

The West Seattle Golf Course is an historic landmark.

The golf course provides crucial environmentally sensitive green space in a densely populated Puget Sound region that is growing increasingly more dense each year.

The golf course is the best public golf course in the city.

The golf course serves as an important social and recreational community resource and hub.

The golf course provides significant revenue to the city of Seattle.

I appreciate that the plan to cut through the heart of the golf course has been removed from consideration. This would have completely destroyed the course. If an elevated route along Genesee is selected, it would have less impact on the golf course and neighborhood.

Again, I urge you to select the route for West Seattle that has the least impact on the golf course during construction and operation.

Joe Filoseta

Communication ID: 349719

Name: Candice Wong

Comment:

Please consider the unofficial counter-proposal presented in the blog below inclusive of the dialogue in the comments section. It seems this 3rd tunneling option is worth considering. (https://seattletransitblog.com/2019/03/21/a-better-ballard-option/).

Candice Wong

[Note: email subject line is "Tunneling from 22nd Ave W in Magnolia to 20th Ave NW in Ballard"]

Communication ID: 349721

Name: Henry Coulter

Comment:

I like our "Hate-Free Delridge". I get to walk to community center, skate-park, soccer fields. I get to go to a school that I like. I don't want me and my friends to have to move because of the blue line station. I like our neighborhood.

Henry, age 7-1/2

Communication ID: 349722

Name: Harvey Rosene, Marcella Rosene

Comment:

My husband and I live at 5th & Madison condominiums located at 909 5th Avenue. Although we support the Link expansion project overall, we have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

We know you've heard from a number of residents in our building. We agree with all of their points, especially that the ideal location is south/west of our block to provide access closer to the office concentrations and perhaps most importantly, avoid the Madison/Marion hillclimb between 4th and 5th.

We agree that the upcoming EIS for the 5th & Madison Station include these points:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Further, we ask that you consider alternate locations benefiting residents and users alike. There are many possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents and businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings. If our block must be selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, more easily accessible and would be less of a disruption for residents.

**And we would add a couple additional observations: **

One: in a city not known for its beautiful boulevards, 5th Avenue is arguably downtown's most attractive street with its tree-lined incline, it's 5th Avenue Theatre, the Federal Courthouse, the Public Library, and the Sanctuary. Why violate what is downtown's only somewhat pleasant "boulevard" with the above-ground structures of a transit station in one of the few public open spaces remaining on 5th Avenue? Surely, there should be a better option.

Two: penetrating the parking structure of an existing residential building and thereby removing residential parking spaces is yet another affront to the idea of downtown neighborhoods. The city of Seattle has an abominable record of luring its citizens into downtown residences and then promptly allowing its urban core to be violated by everything from filth to crime to intolerable traffic. Meanwhile, we pay our high taxes (including the recent extra tax for the waterfront development) and our high square footage rates. My husband and I have attempted to be enthusiastic downtown dwellers since 1996—first at the Banner Building in Belltown and then for the last 10 years at 5th & Madison. It's becoming harder and harder to defend the once-enticing idea of living in downtown Seattle. And this now deplorable proposal to thrust a rapid station into an established residential community makes us question whether pleasant downtown residential life in Seattle is even possible. We are close to giving up hope.

**We would ask that you be sensitive to the idea of Seattle downtown living. A vital downtown needs to be more than transit and tourists. **

Thank you, I look forward to a productive process moving forward.

Sincerely,

Harvey & Marcella Rosene

Communication ID: 349723

Name: Christopher Coulter

Comment:

The people up the hill in West Seattle will probably get a tunnel, Beacon hill got a tunnel, Bellevue gets a tunnel. If Sound Transit believes in equitable transit solutions as they claim, they will consider the purple line (Pigeon Point Tunnel) and Andover Street Options during the EIS process instead of three options that all decimate the same neighborhood.

Communication ID: 349724

Name: Joel Aro

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

30,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

I am also very concerned that you are asking me about my race, income and age. What does this have to do with light rail planning and scoping. I would argue nothing and you are wasting my time and more importantly our money asking irrelevant questions.

Communication ID: 349725

Name: Anne Repass

Comment:

Dear Sir/Madam

I am the owner of a condo at the 5thand Madison Building at 909 5thAve. in downtown Seattle I heard a very thorough presentation of Sound Transit's plans for the light rail from West Seattle to Ballard that will run down either 5th or 6th Ave. with a mid-town entrance site very near my condo building. This was presented to homeowners at 5th and Madison on Thursday March 28th.

I want to encourage you to consider the 6th Ave. option for the light rail. I find that street far less crowded than 5th Ave. In my own self-interest, I want to do everything possible to protect the 5th and Madison condo structure and to protect its property value. The 6th Ave. route would be less impactful to the entire Seattle community and would definitely defer noise and construction issues for the residents of my building. It is also much flatter so that access to the entrances would be easier for everyone, especially those with difficulty walking or using wheel chairs.

The proposed entrance at the 4th and Madison entrance where Bartell's is now, is a busy crossing and would possibly impact the building structure of our buiding 1/2 block above that proposed entrance.

Thank you for reading my letter and please consider planning for the light rail to run along 6thAve. through downtown Seattle. This will be better for residents in my building and for all of Seattle.

Anne Repass

Communication ID: 349726

Name: Jason Tokita

Comment:

I am worried that these changes might impact the West Seattle golf course, which is the best course in the city. Light Rail Routing that might compromise it's integrity would tarnish it's rich history, which must be preserved. Please take this into consideration. In other words, don't mess with the golf course, it must stay how it is.

Thank you!

35 year Seattle resident.

Communication ID: 349727

Name: Tim Nuse

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 349728

Name: Lucia Young

Comment:

Do Not Close 5th Ave! It will make getting in and out of Chinatown more difficult. Small businesses will have to close and move. It will be harder for people to walk/drive to get thru Chinatown. Traffic is already bad -- fewer people will visit or shop in Chinatown if it is closed.

Communication ID: 349733

Name: Kansei Umeno

Comment:

Please make sure to have zero impact with the West Seattle Golf Course. it is getting more and more difficult to play a round of affordable golf. West Seattle Golf Course is a gem and conveniently located for us and any impact will be devastating.

Communication ID: 349735

Name: Patrick Curry

Comment:

Any expansion of the light rail project should avoid any damage or impingement to two invaluable assets for the Seattle area.

First, the Longfellow Creek watershed should be conserved and enhanced. The creek is 4 miles long . One mile of the upper reaches flow underground through pipes. Of the remaining 3 miles, one mile, or one third of the surface water flows through the West Seattle Golf Course. I have witnessed salmon and trout in Longfellow Creek. This drainage is a significant asset to the city environment and a sign of good environmental stewardship that has been practiced recently. As a citizen of West Seattle, it is vitally important that the stewardship that proper golf course management provides to the Longfellow Creek watershed is not affected by light rail development.

Second, The West Seattle Golf Course should not be altered be light rail expansion. Remember that this is a capped landfill area. over many years through good management this course has been turned into one of the premier municipal golf courses in the country. Approximately one-third of Longfellow Creek surface water passes through the West Seattle Golf Course. The management of the course has done its best to control noxious plants, shade the water to maintain cool, environmentally friendly salmon habitat, and ensure the drainage is properly maintained for surface water management.

Communication ID: 349737

Name: Donna Ann

Comment:

I urge you to consider the long-game, rather than short-game, while developing this project!

While an elevated option may be less expensive and require less time to build in the short-term, the long-term benefits of building this transit system right the first time (even if it's initially more expensive and requires more time to construct) will be more beneficial in many ways to our West Seattle communities in the long term.

The design of the 'Elevated 41st South of Alaska' route would be a mini-viduct bisecting the Junction urban village.

We request a tunnel, similar to Capitol Hill, Beacon Hill and University of Washington to lessen long-term community and business disruption that an elevated option will cause; further, like other communities, we in West Seattle prefer not to have an eyesore structure!

Give us a tunnel!

Best regards,

Donna

Communication ID: 349738

Name: David Madsen

Comment:

Cost considerations would suggest that above ground is the better idea. Congestion considerations would suggest that 14th NW in Ballard would be preferable to 15th. HOWEVER, those are not the only considerations. First there are aesthetics to be considered--In the industrial area of Seattle or out along the Rainier Avenue South/Duwamish/Interurban where density of population is significantly less, above ground is fine. In areas of density (e.g. downtown/Capitol Hill/Montlake) underground is far, far preferable. The viaduct severed the city from the waterfront and it is only 60 years later that we are redressing a bad decision. I-5 cut the city in half and left a legacy with which we still deal--probably forever. We should be rescuing and/or ameliorating neighborhood life in Seattle--not denigrating it. In addition to the matter of aesthetics, there is also the reality that even if the rails stop now at Market Street, the plan to push on to Crown Hill (and potentially further north) will necessitate putting the line underground from Market Street north on 14th--unless the city plans to destroy the Gemenskap Park which just opened as well as the Ballard High School athletic fields. So if the 14th Avenue route must go underground at some point why not underground it throughout Ballard? And if it should go underground on either 14th or 15th, the population density factor would suggest that 15th NW is probably the better route. But underground on either street is preferable to the aesthetic/quality of life damage threatened by an above ground route. Yes, I know that it is probably significantly more expensive, but penny wise and pound foolish has historically proven a bad decision. Let's get it right this time and underground the system as it passes north through Ballard.

Communication ID: 349742

Name: Denise Dahn

Comment:

The West Seattle light rail should be designed with a tunnel and not with elevated structures. The elevated design options would cut into the heart of West Seattle Junction, and would destroy the the historic center of the community and also the future potential of the planned Urban Village. Elevated structures would go against urban planning design principles that urban spaces must bring people together in public spaces that foster community. Elevated structures would result in a dead-zone right where we need to build community! We learned this lesson already with the Viaduct. Please use better design and find the money to build a tunnel.

Communication ID: 349744

Name: Sherry Haggbloom

Comment:

Select the route for West Seattle that has the least impact on the golf course during construction and operation, please!

Communication ID: 349748

Name: Gina Piehl

Comment:

Hello - I would like to see the West Seattle light rail on the purple line or the pigeon hill tunnel and AVOID 25th and 26th. Thank you.

Communication ID: 349749

Name: Nicholas Rivera

Comment:

SAVE 25TH AND 26TH AT ALL COSTS!!!!!

Communication ID: 349750

Name: Paul Mar

Comment:

April 1, 2019

(submitted via e-mail to wsbscopingcomments@soundtransit.org)

West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Dear Ms. Swift:

As a long-time advocate and spokesperson for revitalization and preserving the culture of the Chinatown-International District(CID), I am very disappointed in what I read and hear about ST's process and the direction it is headed in siting the light rail station in our neighborhood. Our community has provided much valuable input to ST; apparently all this has fallen on deaf ears. I will try to be as direct and succinct as I can in documenting our concerns in terms of penetrating questions for ST to answer:

--has ST analyzed in detail the pedestrian and local business disruptions when comparing a 4th Ave. station vs. a 5th Ave. station in the CID? All it takes is for ST staff to walk these two streets at anytime during the weekday(especially during the commute hours) to see the negative impacts for local businesses as well as pedestrians of siting the station on 5th Ave.

--SDOT has indicated that it will, in the near future, have to replace the 4th Ave. S. viaduct. Has ST had any indepth discussions with SDOT on coordinating this viaduct replacement with putting a station on 4th Ave. S. to minimize the expense of tearing up that street twice? Why can't ST and SDOT work together so that the community/neighborhood is not "tortured" twice when it does not have to be? I still have nightmarish memories of how SDOT had to tear up Jackson St. between 6th and 7th Avenues 3 separate times in one 18-month period so that 3 different utility entities could install their conduits/lines during the Seattle Streetcar line construction.

--how much credence has ST put on the input provided by the Jackson Hub about the comparative disruption between a station on 4th Ave. S. vs. a station on 5th Ave. S.? On a walkability scale, 5th Ave. scores in the 80's, while 4th Ave. scores in the 20's at best.

--has ST carefully listened to the CID community members who have attended its recent community meetings and has ST seriously weighed this input instead of brushing them aside and looking for the least expensive construction option? We're talking about a 50+year long-term future impact to the CID and its residents and businesses as compared to an immediate "small" dollar savings differential in taking the easy route and going with the least expensive station siting.

I look forward to your response to my letter; but more importantly, I want to see if ST can muster up the courage to take the proper course of action that does less short-term and long-term negative impact to our neighborhood.

Paul Mar

Boardmember, Wing Luke Asian Museum

Retired Director of Real Estate Development, Seattle Chinatown International District Preservation and Development Authority

Communication ID: 349755

Name: Anthony Dallosto

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349763

Name: Anonymous

Comment:

It is not a foregone conclusion to take the ST funding and apply it to enhance the current bus and transit in place in West Seattle and get the minority the proposed rail would serve to a station location in SODO and not disrupt a dense and pre-existing community

If you cannot find a tunnel route as desired by those paying for it – then put the money into enhancing/improvising/expanding the current mass transit. All elevated rail proposals are not to the improvement of this neighborhood. Tearing down homes and businesses, removing green space, erecting concrete behemoths and disrupting the livable quality of lifestyle, established long before the City of Seattle signed off on over-developing is not improving this community.

Get over it, this is not NY or SF or Chicago and that should never be held up as a benchmark. Destroying the character that is unique to Seattle and particular to West Seattle is not progress and this simply looks like a vanity project for ELG and ST.

An undesirable structure that taxpayers have been forced to pay for, by and unelected ST on a ridiculous outdated fee schedule, that does not serve those with the least amount of service now, and with no projection of utilization, and no cost estimate; while you act as though you are deciding for the taxpaying public that has made it clear is criminal. ST should not be allowed to have any more tax funding and I hope the entire ELG is voted out, you have done a shameful job. IF you refuse to tunnel, then stay out of West Seattle. NO one is interested in an overpriced, over-built rail into West Seattle.

Communication ID: 349764

Name: John Albrecht

Comment:

Do not mess with the West Seattle Golf course! It is truly one of the best things about the city and while mass transit is important it doesn't need to mess with the gem that is West Seattle golf.

Communication ID: 349765

Name: Scott LaRose

Comment:

Looking at the options we really need to go with the tunnel for West Seattle. Having the elevated tracks above and adjacent to housing blocking sun, casting shadows and the noise and pollution from the trains will turn the areas where it's elevated into places nobody wants to live next to or under, thus creating slums.

Communication ID: 349766

Name: Caitlin Safford

Comment:

There is no functional way an elevated route will work in West Seattle, especially not in that junction when several new high rises, and associated retail, have just gone it. A tunnel is a much more practical option. Please stop spending tax payer dollars on projects that will not functionally work for the residents of those communities. We are tax payers too and we deserve the option that would allow for the community to be more preserved and for the value of homes to be better retained.

Communication ID: 349767

Name: Zachary Turcich

Comment:

Hello! I'm a Ballard resident, and after looking over the Link expansion proposals I'm recommending that 15th Ave be used for the future Ballard Link station rather than 14th. With most of 14th Ave north of NW Market Street being residential I believe the Link would eventually have to reroute toward 15th to continue northward and that it would be easier and preferable to the residents & property owners to avoid 14th Ave altogether. Additionally, Gemenskap Park, while modest in size, was also recently installed along 14th and I feel that if the rail line were to run over it it would discourage its use among residents.

I also think that a tunnel and subterranean station along 15th would be preferable. I think that as far as crossing the Salmon Bay area is concerned that the Link should be able to run regardless of ships, and so a moveable bridge like Ballard Bridge wouldn't be as effective as a tunnel or Link bridge that has an appropriate height clearance. I think then that the current proposal I support most is the Central Interbay/tunnel/15th seen in the Lv2 Ballard 42x60_All PDF.

Thank you for extending the comment period, I'm glad to be able to give some feedback.

Communication ID: 349771

Name: Mary Jane Michaels

Comment:

I would prefer the Light Rail go underground so as to preserve our Alaska Junction neighborhood.

Thank you for your consideration.

Mary Jane Michaels

Communication ID: 349772

Name: Barry Jostol

Comment:

I'm writing to say that West Seattle Golf Course should not be altered or compromised as a part of Link's extension to West Seattle. This course is a very unique local resource and is among the very best municipal golf courses in the US. It contributes revenues from 56,000 rounds of golf a year which are utilized throughout the Parks system. It is also important to note that as our City becomes more dense (part of the goal of mass transit) it is essential to provide public and AFFORDABLE opportunities for outdoor exercise.

Communication ID: 349773

Name: An Huynh

Comment:

Hi Sound Transit,

I am commenting on the new station to be built near the International District. I urge to please study all of the availability options for this extension. I urge you to not just go with the cheapest and fastest option, because this decision will permanently alter the landscape of our transit system. This is a once in a lifetime opportunity to build for the long run, for the future of our entire transit system, so I urge you to consider all of the short and long term impacts - through an in-depth study - of each available option.

I am worried how the construction will impact the Chinatown International District. I am particularly worried about the negative impacts during construction of the extension. I grew up going to the neighborhood, and now I also work in the neighborhood; this is an important place for me, and I want to see the neighborhood thrive - even during construction of ST3. I am worried for the businesses that are near 5th Ave S that will likely have to shut down because of the construction.

Please conduct a study of all the availability options for this extension. I urge you to not just go with the cheapest and fastest option.

Thank you,

An

Communication ID: 349775

Name: Julie Rajaratnam

Comment:

I am one of the people who voted for an elevated route in a pre-election survey before the Sound Transit light rail initiative was approved. At the time, I did not understand what that meant - I interpreted the question as whether the light rail would be elevated or street level_from_downtown_to_West Seattle along 99, over a bridge, through the industrial area. But I never imagined that planners would even consider an elevated route within the West Seattle neighborhood or commercial areas.

I am vehemently opposed to an elevated line through / into our West Seattle neighborhood. I am very concerned about the visual and aesthetic effect of a looming elevated rail line in the heart of the Junction, and at the gateway to West Seattle near 35th and Avalon. The shadow and view impingement will detract from what could be a beautiful entrance to our part of the city.

Moreover, I am concerned about the noise of passing trains overhead. I used to live next to a T line in Boston that was below grade and capped right across the street from my house but open a half block down on either side. I regularly heard passing trains from inside my house. An elevated train would bring much too much noise pollution to the Junction area.

Please consider different alternatives including a tunnel. Reducing the number of stations and designing the station for easy local bus access can help to offset the cost and still provide accessibility.

If the costs are simply too great for a tunnel, consider a street level route once the light rail gets into the neighborhood. I don’t understand why this option is not on the table.

I am very much looking forward to light rail but an elevated route is not the right solution for the heart of West Seattle.

Sincerely,

Julie Rajaratnam

Sent from my iPhone

Communication ID: 349776

Name: Scott Haag

Comment:

To Whom It May Concern;

I appreciate that the plan to route the light rail through the West Seattle golf course has been removed from the scope. However, it does look as though the route will be directly adjacent to the course. My hope is that construction will have minimal impact to the operation of the golf course.

Please keep in mind that the West Seattle Golf Course is, in my humble opinion, the best municipal golf course that the City owns. Note that the golf course provides approximately 56,000 rounds of golf per year. My understanding is that the golf course also provides significant revenue to the Seattle Parks Department. I would appreciate if the construction work will have minimal impact on the day-to-day operations of the golf course, to maintain the integrity of the course so that it can continue to provide a fun and important role to the thousands of people that use this course every year.

Thank you for your considerations.

Sincerely,

Scott Haag

6042 Fauntleroy Way SW

Unit 102

Seattle, WA 98136

Communication ID: 349777

Name: Calvin Jones

Comment:

If local residents want to spend hundreds of millions of dollars to tunnel for West Seattle or Ballard, then local residents should pay at least half of those costs. We don't have time to delay expansion of our light rail network to assuage every neighborhood concern.

Communication ID: 349780

Name: Gregory Goldstein

Comment:

Please do not do anything that will materially impact the West Seattle Golf Course. West Seattle Golf Course is the best city owned course in the area. It is iconic in that it was designed by the same architect that designed Pebble Beach which is consider the most iconic course in the Nation. Any forced movement of Greens or Tee Box's will greatly impact the course as designed. Please note I play West Seattle almost every week during the summer. It is always busy and a crown jewel to the neighborhood.

Communication ID: 349781

Name: Arlene Fowler

Comment:

The elevated option is a terrible idea for West Seattle. It is too noisy and ugly. I am vehemently opposed to an elevated track. I am much more in favor of doing it right the first time and going to the tunnel option.

What concerns me the most is the idea to send the light rail down 41st. Ave. SW. If the long term goal is to extend the light rail to Burien, why in the name of common sense would you run the line down 41st Ave. through a residential neighborhood! This would be devastating to the neighborhood. A much more practical and cost effective plan would be to run the line down Delridge. It is far less developed along Delridge and property values are much lower. And it would be a straight shot to Burien. One idea, there could be a station in White Center on the way to Burien which could benefit White Center economically. This is a truly International District - Asian, Latin American, African, Middle Eastern - can you see the vision of this becoming THE place for all kinds of restaurants and whatever else an International District has to offer.

When you get down to it, the line doesn't really need to extend to the Junction. One of the West Seattle stations could be simply at Delridge. The main problem in West Seattle is getting out of West Seattle because the bridge is so crowded at times. I know, the Delgidge station idea isn't as romantic or cosmopolitan as the Junction. But think about it - If most people will need to take a shuttle bus to get to the light rail station, why not to a Delridge Station. It would certainly save the project a lot of money not having to burrow up the hill to the Junction. For the same money there could be a lot of shuttle buses or even a parking garage at the Delridge Station. And the station could be bigger to accommodate much more congestion than the Junction. Eventually there could be more stations serving West Seattle along the Delridge line. If there still seem to be a need in the future, run an extension from Delridge up the hill to the Junction.

Another idea, if you insist on running the light rail into the junction, why on Alaska? Alaska is a main thoroughfare and busy enough already. Oregon would be a better option - or Alaska on 36th - 37th. I just wonder if anyone actually has gone to West Seattle in person, on foot to understand what West Seattle actually is like.

I believe there are better ways to extend a light rail to West Seattle that would not mess up the area.

Thank you for the opportunity to share my thoughts.

Arlene Fowler

Communication ID: 349782

Name: Susan Su

Comment:

I live at 5th and Madison condominiums located at 909 5th Avenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5th between the Public Library and the Federal Courthouse. Recently it moved to the area along 5thbetween Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a_minimum_of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems

and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5th and Madison/Marion area would beinconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5thand Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

800 5th plaza area (5thand Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5thand Marion would make a spectacular station and is more centrally located for the skyscraper population.The Rainier Club would make a less spectacular but even better location, especially given the 701 4thave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers,more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Susan Su

Communication ID: 349783

Name: Michael Shellenberger

Comment:

First a comment. Why is West Seattle last to get transportation when it's the one of the biggest and jammed ingress/egress areas of the City.. Very few main streets make it even hard to get here. Tunnel where possible. AND !!! the issue is important to the many golfers in the Seattle and many visiting tourists. This is huge income to the City.. Plan appropriately. BTW. I've lived in West Seattle for 50 years.. Info below from our West Seattle Golf Club

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Environmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349785

Name: Joseph Guanlao

Comment:

We need to study all the options and not just go for the cheapest and quickest option because this is a once in a lifetime opportunity to build something efficient and lasting in our region and community. A closure on 4th Avenue is more preferable than a closure on 5th Avenue. There also needs to be continued engagement and outreach to the small businesses, residents (many of whom are families, elderly, English-as-a-second-language, and/or low-income), and organizations in the Chinatown International District to ensure the community understands the options, impact, and what's at stake. We must prevent, as much, as possible, negative impacts that could precipitate the displacement of the aforementioned stakeholders (and yes, they are very much stakeholders). The planning, orchestration, and execution of construction need to take into account the many pedestrians and inhabitants of the area -- How can minimize and avoid disrupting their lives for this protracted amount time of construction? Again, a closure on 4th Avenue is more preferable than a closure on 5th Avenue. Aside from providing and extending transportation benefits to the community and region, the final construction should enhance the area's walkability, accessibility, aesthetic presence, and overall environment while preserving pre-existing historical structures.

Communication ID: 349787

Name: Larry King

Comment:

Yes this is Dr. Larry King calling back again with a couple of other points I forgot to mention. One, have you considered the elevation you're gonna have to go up from Avalon up to the junction? It's quite a grade and, also the grade if you're going South on 31st to go up over Morgan Street Hill, that's even more of a grade. You know it's just basically gonna destroy our neighborhood, housing, we'll be able to do less housing for the extension of the holla. So that's basically the extra point I wanted. There's many more points I wanna give you but that's that's it for now I may call back thanks bye

Communication ID: 349789

Name: Noah Van Loen

Comment:

Hi there - I respectfully request that the the Link Rail Route chosen minimize impact on the West Seattle Golf Course in order to maintain its Historical Design and Environmental Integrity. This is a great course, and one of the few green spaces in Seattle. Please don't ruin it!

Thanks - Noah

Communication ID: 349792

Name: Hilda Kicinski

Comment:

RE: Elevated Light Rail in West Seattle

When considering bringing light rail into the West Seattle area, please take into account the following items, as an elevated light rail, as opposed to building a tunnel is contrary to the city's needs and desires to keep Seattle a livable and attractive place to work and live.

-It would reduce significant amounts of existing housing at a time when Seattle is in need of MORE housing

eliminates space for increasing higher density e.g. recently passed small lot rezoning in the area affected by elevated light rail means not only would one house be taken down, but you are also eliminating the possibility of losing space for three living units.

-reduces or eliminates space for urban parks and recreation areas which are necessary for successful and healthy urban communities

-would have significant environmental impact on the area needed to be used for putting up the light rail

-orienting the Alaska Junction station to north-south would eliminate even more housing and businesses. There are better routes to use if you want to tie into a north-south line to Burien and eventually Tacoma e.g. use the wide 6 lane 35th Street SW for a land based light rail line.

-in earthquake prone Seattle, elevated rail is a bad idea, period, regardless of how good the construction technology is today - e.g. the recent replacement of Seattle's Viaduct with a tunnel.

-DO IT RIGHT, take the time and raise the funds for a light rail tunnel. We would support your efforts to do so.

West Seattle Resident Hilda M. Kicinski, zip code 98116

Communication ID: 349794

Name: Ashley Giffing

Comment:

I oppose the proposal of the construction of the Midtown light rail station in 5thand Madison, specifically in the vicinity of the 5th& Madison Condominium building. I am a resident and owner of a unit in this condominium building. My main concern is the construction noise. I had to endure 3 years of construction noise while the Madison Centre was being built right in front of my condo unit. The project managers showed zero respect for the fact that residents live next to the construction site. The project managers were able to pay for a noise extension which allowed them to make noise past the normal noise ordinance regulations.For the first 2 years in particular, I experienced loud noise up until 12am, and then starting again at 4am. Even if I ask you to, I know Sound Transit can't assure me that this type of treatment will not happen again. Make note, this time around I will fight harder to make sure construction noise happens at reasonable hours. I am very concerned about living so close to a construction site which will last up to 8 years. If construction will be taking place near our condo, I ask you to please show respect for the fact that people live nearby. Communicate as much as possible regarding when construction will take place (dates and hours) and how it will impact traffic and walking paths. Make sure to allow construction only during reasonable hours, following the noise ordinance laws and NOT paying for an extension the way that Madison Centre did. I realize I live downtown and there is a considerable amount of noise from traffic and people, but I did not move here to be in a construction zone 24/7. Additionally, at one point our plaza area and parking garage/storage area was considered for the transit center entrance and elevators. I strongly oppose this consideration. Especially given the above mentioned construction noise concerns I mentioned above. It would also take away our parking space and storage which is very valuable to us. I'm also concerned about how this construction would impact the integrity of our building.

Thank you for taking my concerns into consideration. I appreciate your time.

Ashley Giffing

Communication ID: 349797

Name: Shellea Allen

Comment:

I am for the tunnel option. However, for the environmental impact study and route study, I would like to know how this will effect potential landslides and which homes will be displaced?

Thank you. I am a current and future WS resident.

Shellea Allen

Communication ID: 349806

Name: Vicky Hall

Comment:

West Seattle is an old neighborhood, but thriving and would benefit from light rail . But I urge you not to place an elevated line through the middle of its core. This was one of the many complaints of the Alaskan Way Viaduct.....it bisected downtown from the waterfront as well as being dirty and noisy and it had to eventually be taken down and replaced with a tunnel....at great expense. Since west seattle is a residential neighborhood with its own unique commercial area, it needs to retain it's neighborhood feel, which is what many newcomers to the area are looking for, and would be destroyed by an elevated rail, separating the neighborhood. As well, with an elevated option, many homes would be lost, which is counterproductive to the city's goals of increasing density.

Please don't destroy West Seattle in order to save a few dollars. Please help west seattle by opting for tunnel transit.

Communication ID: 349808

Name: Matthew Combe

Comment:

The plans to run the LightRail down Genesee will impact the West Seattle Golf Course, effecting holes 13, 15, 17 and also 18 tee box. The West Seattle Golf Course is an iconic one in Seattle, its designed by the same person who designed Pebble Beach and that any change would ruin the architectural integrity. Furthermore, as one of the few municipal courses in the area it provides affordable access to the game of golf, which provides physical, mental and social benefits.

Communication ID: 349812

Name: John Maloney

Comment:

I would vote toward the 14th NW (it was called railroad ave. in the past) in the ballard connection. The flexibility of the wider street and the possibility of using the center strip for larger constructional needs. 15th would be a bad choice do to it's use as a major traveled arterial for cars, trucks, buses for commuting and all around transportation needs.

Communication ID: 349814

Name: Chris Wheeler

Comment:

To whom it may concern: It would be a shame to diminish the architectural integrity of the West Seattle Golf Course. As you may be aware the course has been the site of numerous championships including the U.S. Public Links championship. In addition, the course was designed by the greatly respected Chandler Egan who also designed the iconic Pebble Beach course (site) of this year's U.S. Open. Moreover, the course provides sanctuary for West Seattle wildlife which has come under increasing threat from the unprecedented increase in construction projects in the area. We need to do everything we can to protect our area's natural areas. Thank you for your cosideration.

Communication ID: 349816

Name: Steve Zang

Comment:

I prefer the option that go on Genesee St. I do not like the option on Fauntleroy Way as it is the main access to central West Seattle and I would hate to see that covered up by an elevated rail. The tunnel would be nice and since we are one of the LAST neighborhoods to be provided with light rail service it would be a great benefit for waiting so long. The red option should not even be considered if it will be difficult for future expansion.

Communication ID: 349817

Name: Sharon Price

Comment:

To:'Councilmember M. Lorena González'

Subject:light rail Delridge station problem

Can you help us? The preferred route of Sound Transit is to come around the south side of the bridge when coming to West Seattle. They say it's the cheapest option. The Port doesn't want interference for the next 3-5 years on the north side of the bridge because they say they'll be busy with construction, but on the south side it would destroy homes and 2 neighborhoods forever. The tunnel through Pigeon Ridge lined up with Genesee has been the Port's first choice and they'll help with engineering costs we've been told in meetings.

Coming around the south side:

2.1.There's a heron rookery next to the bridge on the north and slightly east side of Pigeon Point

2.There's our "22ndAve Street End Park" with a neighborhood grant plaque in it from 2002 (22nd Ave neighbors and local school kids built it, did weeding, and decorated tiles in the obelisque visible from the W. Sea. bridge)

3.It would probably take out 2 homes, 2 triplexes, and possibly 2 townhomes here in lower Pigeon Point, and many in Youngstown

4.It would create an unpleasant atmosphere with this viaduct looming overhead next to our neighborhoods on Pigeon Point and Youngstown (the downtown people got rid of the viaduct they thought unseemly at great cost to us all---but now it's okay to say Youngstown and lower north end of Pigeon Point should endure a viaduct??)

We want Sound Transit to reconsider going through Pigeon Ridge via a tunnel, as it would save many homes, 2 neighborhoods, a rookery, and a neighborhood park. All this is worth spending more.

Sharon Price

Communication ID: 349818

Name: Louis Babich

Comment:

First off, I am a fan the West Seattle Link and am looking forward to it's completion. I personally plan to ride it frequently to and from work in downtown. HOWEVER, Please do not change or alter the West Seattle Golf course in any way.

Out door recreation is one aspect which makes a city great. As a city which values the environment, and outdoor recreation, it would be against our values to alter or impeded upon the Historical West Seattle Golf course in any way. It is true that the historical West Seattle Golf course is one of the greatest municipal courses in the country. It provides high quality outdoor recreation at highly competitive and affordable prices. In a city where housing costs are through the roof and lower income families are already on the margin, it would be sad to see the city alter, change or ruin one of the high quality out door recreational options available to lower income individuals. Quality golf should not be restricted to private clubs. It should be available to all of our cities residents.

The imperative reasons to preserve the historic West Seattle golf course are as follows:

Support the environment, save this square mile of tree and vegetation which is the habitat to birds and golfers.

Support outdoor recreation for all of Seattle inhabitants.

Provide quality facilities and entertainment to lower and middle income residents (This is especially important in this current era)

Preserve out history, West Seattle golf course has a storied past, this matters to people and should be preserved.

It's the right thing to do.

Thank you for listing and considering the points listed above. As a supporter of the light rail, I hope you can see that we must support the historic West Seattle Golf course as well.

Best,

Louis Babich

Communication ID: 349819

Name: Stephen Schwab

Comment:

West Seattle will change undoubtedly with or without a transit line, with or without a tunnel or tunnels. It is foolhardy to think and count on maintaining the current "small town feel" of West Seattle. Granted, I love the feel. But I know it is changing.

I support the Brown Route that skirts Pigeon Point, and has a north/south station that allows for expansion.

I find the elevated Tukwila Station with buses running below a very fine design.

Communication ID: 349820

Name: Lisa Farmer

Comment:

Hello,

I am writing to express my dismay and concern that we are even considering a south of the bridge option for the new light rail. This truly seems like a no-brainer to me and it boggles my mind that this option is on the table.

The area north of the West Seattle bridge seems the most logical and least impactful on the environment and also on the growing community of West Seattle and it's families. It seems that if the choice is made to run the line south of the West Seattle bridge then the port, with boundless monetary influence has won.

It seems completely possible to build this stretch with minimal impact to the port. There is, for example, a section of the light rail that runs over I-90 currently under construction in which they are building it over the road while the multi lane freeway is open! Traffic for the port has a consistent and predictable schedule and in the few occasions that work would need to be done over an actual roadway the schedule could be adjusted.

When we did a recent renovation on our home, we had to take crazy steps to insure that the "erosion prone slope" that we live on was not impacted. Why in the hell would we choose to further erode this already sensitive and heavily impacted area? #superfund

The area north of the bridge is additionally already an industrial area. Why, with Seattle's green canopy goals and recent US climate reports, would we (the evergreen city) be thinking of removing a green space? This particular green space contains a heron rookery that is located in the green belt on the northeast corner of Pigeon Point and is a field trip activity for local schools, community groups and neighborhood families. The rookery would no doubt be killed with a south of the bridge solution. These birds return every year to lay their delicate eggs, nurture them and teach their babies to fly. We have coyotes, owls, etc. Has an environmental impact study been done?

The additional noise impact on the entire Pigeon Point and Duwamish greenbelt would greatly increase running this line south of the bridge, why would we not place it in a location that is already noise polluted? See this article https://www.sciencedirect.com/science/article/pii/S1984006314000601 about environmental noise and sleep disturbances. The communities in that area are already negatively affected by the train noise and by NuCor.

Seriously, folks. Let's make an environmentally sound and family focused choice for once. You are already stressing families in the west Seattle area by permitting all these new ugly and environmentally toxic buildings without parking. The Seattle that I grew up in was so honorable, environmentally focused and diverse. I give no thanks to the nod to big businesses, the gentrification and movement away from our northwestern values.

North of the bridge if you want respect,

Lisa

Lisa M. Farmer, M.Ed.

Executive Director

Tibetan Nuns Project

Communication ID: 349821

Name: Stephanie Aird

Comment:

The current transit system within West Seattle works great. The light rail would add to it if it went over the Dwamish and went onto Delridge to be able to expand later towards White Center and Burien. There is not as much of an elevation issue as well as the distruption on single family homes would be less. Then just have the already great transit system run direct from the Delridge station to the Junction. It is rediculous to run the light rail right through the middle of a residential area, and not along a main roadway or business area. Alki Lumber is wanting to sell and they have multiple great properties that would accommodate a good station there if you really think you need to bring it closer to the junction, but trying to go over towards 41st, 42nd, and 44th is NOT necessary. Again you can run a bus line that goes from Avalon and Fauntleroy to closer tot he junction.

Communication ID: 349822

Name: Ryan McCabe

Comment:

I feel like the prior pigeon point option would provide the best experience for riders, minimize property takes/conflict with Port of Seattle properties, and allowing easy expansion south towards Burien and Normandy Park. I am not sure why that option was removed, and would like to see it move forward into the EIS.

Communication ID: 349823

Name: Eliza Chan

Comment:

Construction of this project will have a big impact on Pioneer Square and the Chinatown-

International District. I am concerned about the impacts of construction on transit and

transportation, parking, noise, vibration, access to public and health services, and public safety. It is

important to me that the EIS study construction impacts and how to avoid or minimize them.

• There is not yet enough detail to compare the impacts of construction methods for the tunnel and

station under Pioneer Square and the Chinatown-International District. Please study multiple

construction methods in the EIS.

• Pioneer Square and/or Chinatown-International District house precious historic and cultural resources. It is important to me that this project preserves and does not harm these resources.

• Creating and enhancing a vibrant pedestrian environment, public gathering spaces, and transportation connectivity between Union Station and King Street Station are stated priorities for Pioneer Square and the Chinatown-International District. It is important to me that this project address this priority, including using Union Station as a transportation station once again.

• Transit-oriented development, including opportunities in and around Union Station are another stated priority for Pioneer Square and the Chinatown-International District. It is important to me that this project enhance, rather than preclude opportunities

Communication ID: 349824

Name: Michael Johnson

Comment:

Hi - I think it is important that the West Seattle line run underground from the point in the area of Delridge or the WS Golf Course to the end of the line. I also think it is important that the line terminate as near as possible to the Alaska Junction area and that the line is running along a North/South Axis (whether that's along 44th or 40th/41st - with 44th being preferred). Finally, wherever the terminus lands, there should be consideration given to parking (perhaps adjacent underground parking to allow for increased ridership of the line (and also to allow for more parking in the already constrained Alaska Junction area.)

Communication ID: 349825

Name: Casey Frank

Comment:

I live at 5th and Madison condominiums located at 909 5th Avenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5th between the Public Library and the Federal Courthouse. Recently it moved to the area along 5th between Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

800 5th plaza area (5th and Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5th and Marion would make a spectacular station and is more centrally located for the skyscraper population. The Rainier Club would make a less spectacular but even better location, especially given the 701 4th ave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Casey Frank

Communication ID: 349827

Name: A. Farid

Comment:

Please see below comments and questions regarding various impacts/ issues that Sound Transit needs to consider and respond to in detail with supporting information during its initial scoping for DEIS:

- What impacts an elevated transitway will have in an established living residential area with respect to noise and vibration? What is the acceptable noise decibel standard used by Sound Transit and what is the nearest distance to the track that will meet this standard? Will there be a need to take more properties than anticipated to mitigate the recurring noise and vibration impact (I am assuming train arrivals will be around 12-15 minutes)? Please refer to your EastLink files regarding the cost and project delays that resulted due to negotiating with the nearby residents about the installation of appropriate noise walls and purchasing more homes and properties in Surrey Downs neighborhood in Bellevue along 112th Ave SE.

- Please study impacts to the overall traffic congestion such as emergency response time, pedestrian, bicycle riders and air quality over several years during the construction and staging for elevated tansitway in West Seattle Junction in considering the newly proposed elevated “Yellow Line” by some but not all the Elected Leadership Group.

- According to the City of Seattle ADU_DEIS dated May 2018: “Typical houses are one and two stories, surrounded by yards and open space that support the growth of large trees. This open space provides much of the city’s tree canopy. Comprehensive Plan policies encourage preservation and expansion of tree canopy throughout the city (Growth Strategy 3.8) and set a goal of increasing canopy coverage to 30 percent by 2037 and to 40 percent over time”. Is there any mitigation to the existing open/ green space loss and the inconsistency to the city’s Comprehensive plan policies?

- What impacts an elevated transitway will have in a living residential area with respect to property values? Will properties be acquired at the rezoned valuation as they must?

- Please use quality of life criteria during your scoping: “The standard of health, comfort, and happiness experienced by an individual or group. The things that are needed for a good quality of life".

- How much potential housing including affordable and/or market rate will be lost due to an elevated transitway vs. tunnel?

- What impacts Sound Transit work will have on businesses and the entire community (mostly in the Alaska Junction)?

- Why possible future south extension of ST3 line must start from the WS Junction and Alaska Junction Station? Is this the right place to expand? Particularly, with all the existing physical conditions present south of SW Alaska Street, such as steep grades, and not to mention many more residential homes that will need to be purchased, etc.

- Please analyze the potential ST3 south extension from the Delridge station to the White Center. In this case, a north/south alignment in the Junction is no longer necessary. Further, the Junction station may be east/west oriented (i.e., as shown on the representative [original] alignment with the last station on Fauntleroy Way SW.

- Please include more details regarding $700 million additional cost of the tunnel. Can some of the Seattle’s $930 million Transportation Levy money be used? Some other ideas that must be considered to reduce the cost of the tunnel will be for the City of Seattle to donate the necessary public right-of-way, not charge Sound Transit for permit cost and the city staff’s review and inspection time. Please refer to your Eastlink flies regarding 110th Ave. NE tunnel and MOU with the City of Bellevue.

- We are taking down the viaduct for a number of reasons. Logically, is putting a new elevated structure into one of the extremely vibrant areas of Seattle the right thing to do? In addition, why in other areas of the city such as Capitol

Hill the Elected Leadership Group or other decision making body did not recommend and elevated transitway scenario? Why West Seattle Junction? Why Now?

- Instead of scoping the brand new elevated "Yellow Line", please take another look at Alternative 1 "Pink Line" alignment with the tunnel and station at Fauntleroy Way SW/ SW Alaska intersection. Fauntleroy station will be less than 5-10 minute walk to the heart of the business and dense area of the Junction and major bus stop. In addition, there is an existing Metro's RapidRide C Line on the east leg of the interstation.

Communication ID: 349828

Name: Kristin Doll

Comment:

Hello, Sound Transit,

I am a Ballard neighborhood activist and the author of the following blog post (found at https://northwestdoll.blogspot.com/2019/03/no-to-elevated-light-rail-on-14th-in.html)

I have copy/pasted most of that post here, to attempt to ensure that you read it in its entirety. I can not overemphasize my opposition to elevated tracks down 14th Ave NW -- this plan would destroy the east Ballard neighborhood as we know it. A tunnel leading to a subterranean station at 15th Ave NW is the only viable option for the residents and businesses of Ballard, as well as future transit users.

~ Kristin Doll

Analysis of the current plans

I've scoured the web for data and photographed areas of Seattle that offer examples of what life might be like under the bridge / elevated line option.

First, a disclaimer: I am in no way an opponent of public transportation; in fact, I consider myself an ardent supporter. I lived in Paris for a year and in Chicago for nearly a decade. Those cities' rail systems are the lifeblood of their social and economic lives, and I was grateful to use them on a daily basis. My concern is in no way an opposition to Ballard light rail as a concept; rather, it comes from a sincere belief that the current plans for an elevated link along 14th Ave NW would have disastrous impacts on the neighborhood.

Below are some proposed plans for a Salmon Bay bridge leading to 14th Ave NW, according to Sound Transit's "West Seattle and Ballard Link Extensions Level 3 Alternatives: Elevated Guideway, Bridge and Elevated Station Visualizations, February 2019" PDF (views facing northwest):

Segmental high-level fixed bridge over Salmon Bay, leaving to 14th Ave NW; view looking northwest

Extradosed high-level fixed bridge over Salmon Bay leading to 14th Ave NW; view looking northwest

Cable stayed high-level fixed bridge over Salmon Bay leading to 14th Ave NW; view looking northwest

Current estimates place the Salmon Bay bridge options at least 130' above the water, about 20% lower than Aurora Bridge's height of 167' above water. For a size comparison and feel for impact on the waterway and surrounding neighborhood, consider the following images of the Aurora Bridge:

Aurora Bridge, from 34th Street; the bridge's full height, from water to roadway, is 167'. Note the bridge's height, size of the support columns, and potential impact on traffic and parking

Aurora Bridge, over N 34th Street

Under this plan, trains would start the descent from the fixed bridge over Salmon Bay with one track, which would split into two tracks around NW 52nd Street. It is currently unclear whether the split tracks would be supported with one large support column in the middle of 14th Ave, or two support columns straddling 14th Ave. (See Northgate photos #2 and #3 below for reference.) According to east Ballard neighbor Brian LeBlanc's discussion with a Sound Transit engineer during the February 28th open house, the elevated track plan might close 14th Ave NW from NW 52nd St to NW 57th / NW 58th St to car traffic. If this does occur, cars will be forced onto surrounding roads, increasing congestion along residential side streets and along the already-busy arterials 8th, 11th, and 15th Aves NW.

At the very least, elevated tracks will be immensely disruptive for the residents and businesses on 14th Ave. NW between NW 45th and 58th Streets, both during and after construction. Consider these images from the Northgate rail line:

Northgate #1 – Northgate Transit Center station; the station and tracks are 45' high, as tall as the projected support columns on 14th Ave.NW. Note the extensive construction staging station around the site.

Northgate #2 – Split tracks with one 45' support column leading to the Northgate Transit Center station.

Northgate #3 - Track with two 45' support columns leading to the Northgate Transit Center station.

The current Sound Transit plans for the elevated station at 14th Ave NW and Market Street are as follows:

Plans for a 15th Ave. NW elevated station (no longer under consideration), and a 14th Ave. NW elevated station (brown). Note how far the "tail tracks" would extend into the residential area north of Market St.

Plans for the elevated station at 14th Ave NW and Market St. Again, note the "tail tracks" extension into the residential area of 14th Ave NW.

Under the current proposal, the station itself would extend from Safeway/MacDonald's on the south end of Market to the end of AVA Apartments on the north side of Market. Since the station would (at least temporarily) be a terminus, Sound Transit would add several blocks of "tail tracks" to allow trains to turn around or switch tracks. These would extend into the residential area of 14th Ave north of Market St, and would end between NW 57th and NW 58th streets (behind the St. Alphonsus Family Center).

14th Ave. NW, looking south from NW 58th Street. "Tail tracks" would extend from the station at Market Street (at the traffic light in the middle of the picture) to just south of this intersection.

Most concerning is a Sound Transit engineer's admission to Brian LeBlanc that the agency would likely extend the Ballard line north to Crown Hill in future years. If Sound Transit decides to build elevated tracks along 14th Ave NW, an extension would involve continuing the elevated tracks north through 14th Ave (at that point, an entirely residential street), before having the tracks descend into a tunnel at NW 65th Street where 14th Ave meets Ballard High School. It is difficult to see how workers could avoid destroying the newly-created Gemenskap Park, which has quickly become a favored gathering place for the families of east Ballard, during the construction process.

Several writers have pointed out how devastating this plan would be to the local community. Taking into account the vast infrastructure needed to support tracks extending between a 130-foot height to a subterranean tunnel, as well as noise, construction disturbance, and traffic disruption, east Ballard neighbor Brian LeBlanc states that "having a bridge and elevated station on 14th that would eventually have to enter a tunnel before 65th would permanently destroy the neighborhood."

In short, building a bridge over Salmon Bay with elevated tracks running down 14th Ave NW would have a devastating impact on the very neighborhood it is meant to serve.

The NorthgateTransit Station stop. This kind of major infrastructure would permanently impact neighborhood traffic patterns, noise levels, and access to light,

Many observers agree that the best option for the neighborhood, riders, and Sound Transit as an agency is a tunnel under Salmon Bay that ends in an underground station at either 14th or 15th Ave and Market Street (option #3, above). Among civic organizations and local writers, the greatest support appears to be for the 15th Ave tunnel option:

Ballard resident Brian LeBlanc concludes that "having a tunnel and underground station on 15th would be the least disruptive option for the neighborhood."

Seattle Subway, a volunteer grassroots organization dedicated to providing high-quality transit as quickly as possible to Seattle and the Puget Sound region, writes on the Seattle Transit Blog that the 14th Ave option "fails on the accessibility front. 14th Ave. NW has poor transit connectivity potential and most residents and attractions are on the west side of 15th NW. All 14th options should be excluded at this level."

Sound Transit Blog writer Frank Chiachiere argues that a station on 15th Ave will be more convenient for users: "14th and Market is a bad spot for riders." 14th Ave NW is the far end of the Urban Village, abuts single-family zoning, and "would force thousands of riders to cross 15th Ave. every day on foot to get to and from central Ballard […] 15th and Market, just one block over, is far superior."

Dale Menchhofer, a guest contributor to the Sound Transit Blog writes that "a station on 14th would be disastrous for ridership. It would invite derision by critics as a 'line to nowhere.' It would jeopardize the chances for passage of any ST4 proposal."

In the March 7th, 2019 edition of their newsletter, the Ballard Alliance (formerly the Ballard Chamber of Commerce), a non-profit group working to ensure the economic, social, and artistic well-being of the neighborhood, endorsed the tunnel and station at 15th option:

"After attending numerous Sound Transit meetings and as members of the Stakeholder Advisory Board, we have studied and reviewed all available options. Through careful consideration, we are advocating for a tunnel under Salmon Bay with an underground station in Ballard at 15th Avenue NW and NW Market.

This route minimizes impacts for both business owners and residents, provides much greater predictability than a draw bridge alternative, limits the impact upon maritime dependent business, and establishes a station that is closer to the center of Ballard's HUB Urban Village."

However, these recommendations may not be enough to convince Sound Transit that the 15th street tunnel is the best option:

Brian LeBlanc notes that Sound Transit may be hesitant to subject businesses along 15th Ave to the disturbance of construction.

Frank Chiachiere writes that at an October 2018 meeting of the Elected Leadership Group, "14th is emerging as a path of least resistance."

Dale Menchhofer believes that among the current proposals, "the option most likely to be chosen as the preferred alignment is the 14th high-bridge option."

Gemenskap Park on 14th Ave NW, looking south from NW 60th Street. The park has become a neighborhood touchstone, but it is difficult to see how it could be preserved if a rail line were extended north along 14th Ave from Market Street. Note: the area on 14th Ave between NW 58th and 65th Streets is entirely residential.

For an idea of the impact the construction process, elevated track lines, support columns, and above-ground station would have on the east Ballard neighborhood, I encourage citizens to visit the light rail extension currently being built along 1st Ave at Northgate Mall. The scope of the Northgate project is appropriate for its location: a busy mall and transit hub near shops and major highways. Such massive above-ground infrastructure is entirely incongruous with the smaller buildings along 14th Ave NW, especially the residential ones north of Market St.

"Avalon Tom," a reader of the West Seattle Blog, created some renderings of what a similar plan might look like in West Seattle. Though we must emphasize the plans, and thus dimensions and routes, remain unofficial, his images give an idea of potential proportion of the track and rail lines to surrounding buildings:

"Avalon Tom's" plans of possible light rail design in West Seattle.

"Avalon Tom's" rendering of a possible West Seattle rail line. If the proposed Ballard link is placed in an elevated track on 14th Ave. NW and later extended north to Crown Hill, the rails will be in similar proximity to residential units along the route.

A tunnel below 14th or 15th Ave, on the other hand, would minimize negative impact on the residents and businesses along the route. Since there wouldn't be clearance needed for quality of life issues such as noise and traffic, it may even be possible to increase building density along the line and its stations. In addition, a station at 15th and Market could easily connect to future extensions north to Crown Hill and west to the U District. It could also connect with bus stops that currently serve the location, including the north-south 15 and D RapidRide lines, as well as the east-west running 44.

A Market and 15th Ave station would certainly be more convenient for riders, most of who are either visiting the core of historic downtown Ballard, or live in the Urban Village west of 15th. According to Dale Menchhofer:

"Census tract 47 extends from 8th Avenue to 24th Avenue, and from 60th Street to the

Ship Canal. In 2018, the area of the tract west of 15th had 2 ½ times more population

than east of 15th. And it has been pulling away. In percentage terms, it grew 4 times as

much from 2010-2018 (86.6% vs. 21.8%), and 3¾ as much in the prior decade."

Menchhofer estimates that a 10-minute walk from a 15th Ave station would bring a visitor within vicinity of about 60% of the buildings in the Urban Village, whereas a 10-minute walk from 14th Ave would bring the user to fewer than 20% of area buildings. This is a notable concern for people with limited mobility: it would add the distance of two football fields to their walk, and force them to navigate the busy intersection at 15th Ave. in order to reach the historic heart of Ballard. An underground station at 15th and Market would increase safety and accessibility by presumably having exits at all four points of the intersection, reducing the need for transit users and local pedestrians to avoid cars, buses, and bikes at the ground-level roadway.

14th Ave NW and Market St,, looking west toward 15th Ave NW and Market Street; the tall Leva on Market building is just east of the intersection. The distance between 14th and 15th Aves is about the length of two football fields.

In short, I believe that the arguments for a tunnel under Salmon Bay and a station at 15th Ave NW outweigh all arguments against it. I strongly encourage Seattle residents to give their feedback to Sound Transit before the April 2nd public commentary deadline.

Again, you may communicate your feedback the following ways:

Share your feedback online by commenting here

Email Sound Transit at wsbscopingcomments@soundtransit.org

Call and leave a voicemail at (833) 972-2666 (a toll-free number)

Send mail to: West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Sample Letter and Talking Points

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

A Concerned Citizen

Communication ID: 349829

Name: Steve Hanegan

Comment:

I think that any route along 15th Ave NW should be avoided. Routing along 15th Ave NW would be extremely disruptive to the Ballard Bridge and extremely detrimental to several businesses along 15th Ave NW that cannot be easily moved or replicated should they be removed. I would suggest a route along 14th Ave NW instead - this has existing railroad

tracks, and can be re-developed with no impact to either the Ballard Bridge or several irreplaceable businesses along 15th Ave NW.

Communication ID: 349830

Name: Helen Turner

Comment:

I am very concerned about numerous negative West Seattle impacts related to "Yellow Line" orientation that would run through well established neighborhoods in ST3 and likely to continue impacts south if ST4 includes extension to Burien. Demolishing existing middle income housing during a housing crisis would only make the problem worse. Negative impacts of noise, vibration and lower property values near an overhead line are big issue. Huge disruption to the entire length of West Seattle during overhead line construction would be a economic impact to the small businesses that are the very soul of West Seattle. For these and other reasons, an underground line would have the least impact. Certainly since Bellevue rated this major concession, so would a more vibrant neighborhood like West Seattle!

If an overhead line is the only option, the "Red Line" alignment along Fauntleroy would have the least impact. Fauntleroy is already 4/5 lanes and therefore adding overhead ST would likely have less impact to private properties. This alignment also provides option for ST4 to run to Westwood Village, White Center and Burien, all communities that would welcome some redevelopment and overall have reduced negative impacts to West Seattle character and quality of life.

Communication ID: 349831

Name: Matt Boswell

Comment:

Please do not extend the Ballard line up 15th! 15th is just an essential gateway for Ballard and it would be a terrible blow to Ballard to have 15th disrupted for months or years as this line is painstakingly integrated. 14th would be so much better and just a block away. I have lived through the project in the Roosevelt neighborhood and medieval Cathedrals are built much faster. Life in Ballard is already becoming: solitary, poor, nasty, brutish, and short. It will be even more so faster with 15th consumed in endless construction. Going up 14th would hardly be noticed.

Thank you,

Matt

Communication ID: 349834

Name: Aimee Riordan

Comment:

After over a year of study and public input, Sound Transit has proposed an ST3 representative line that is deemed difficult for future expansion, a tunnel option that requires as-of-yet unsecured additional funding, and a destructive and unpopular elevated (yellow) rail line.

By their own admission in recent meetings, the Stakeholders Advisory Group, and even members of the Elected Leadership group, have voiced concerns over being unprepared to make decisions critical for moving forward.

It's imperative that you take a moment to reconsider the schedule for making this recommendation.

For, it's critical that we get this right. This is a generational decision for the city. We, as members of the community, have been working hard to ensure all impacted and interested residents take the time to file comments.

It is now up to you to make sure these voices are heard.

Please reconsider the current timeline if it is not possible to collate, organize and communicate public comment before the votes are scheduled and, importantly, with enough time for those responsible for making these critical decisions to be able to digest and understand this information.

An elevated light rail system in West Seattle is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail (and specifically the yellow line) would negatively impact our community by:

- removing 120 existing households in the Junction area alone in the middle of a housing crisis,
- taking blocks of future developable, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail,
- reducing property taxes along the immediate route of light rail (due to reduced home values),
- increasing noise near residences, and
- creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.

The lack of affordable housing in Seattle, or any readily available housing stock is a well-documented and growing problem. Sound Transit should carefully consider the implications of displacing (by its own estimates) more than 100 households when there are other viable options for development that would be far less disruptive, while keeping land on the table for future, transit-oriented development to better support Seattle's future housing needs.

By Sound Transit's own admission, $700 million is a back-of-the envelop calculation and it be less after additional studies are conducted. Equally expensive, potentially, is taking 100 properties off the tax roles for 100 years. Arguably more expensive, is destroying the heart of West Seattle, it's central meeting place and the vibrant soul of a thriving community with elevated light rail.

Moreover, Sound Transit should also consider the broader impact the elevated 'yellow' line would have on the community given that many of the displaced households include current (or future) students enrolled in neighborhood schools.

Many residents subject to relocation along the Yellow alignment have chosen to live in the interface between the urban village and established single-family homes. Our neighborhood is one of classic Seattle, traditional and evolving, vibrant, walkable and diverse. After displacement, what reasonable opportunity for relocations exist that offer the same quality of life and the same neighborhood schools these families have chosen?

Furthermore, the yellow line option in the Junction would create a terrible precedent for future Sound Transit development in other Seattle neighborhoods and beyond. By a establishing the terminus of this spur line as an elevated

installation, we will be setting the precedent for the lines' extension south to White Center to also be elevated right through the core of several residential neighborhoods.

Much has been made about a north/south alignment at the Junction. We need to think carefully about the reality of this as an option. Not only because it is a devastating idea to extend elevated light rail through the heart of West Seattle, but also because the likelihood of it happening, south on 41st Ave is low, given challenging geography, as well as studies already questioning ridership. Meaning there is no reasonable argument for studying the yellow line. It is an idea that is simply without merit.

Please take the yellow line that bisects the Junction neighborhood off the table.

Nowhere in the Sound Transit system has light rail been this disruptive and with negative impacts that will reach well beyond the boundaries of the blocks directly affected.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle and commit to seek the necessary state and national funding to make that happen. It is no longer enough to simply say you are in favor of a tunnel. It's time to begin to think creatively about how we can find a way to fund this option.

If a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. This is permanent infrastructure that will change the face of West Seattle for decades to come.

Sound Transit must align with city and county planning to ensure future north/south extensions are being conceived in a manner that makes sense, again, with broader planning efforts, while following an existing right-of-way, or funded tunnel option, rather than arbitrarily creating a dead-end structure that destroys the heart of a community.

Please do the smart thing for West Seattle, for the future of our community and our neighborhoods.

Please roll up your sleeves now and put the work in, now.

It is not ok to put an entire neighborhood in limbo for lack of leadership.

Please do not choose cost and calendar over community.

We just removed an unsightly barrier from our growing, vibrant city. Let's not create another one.

Please commit to our community of West Seattle to make this a reality.

Aimee Riordan

aimee.riordan@gmail.com

Communication ID: 349835

Name: James Brown

Comment:

No need for light rail to West Seattle. We have an excellent bus service to Downtown Seattle and to an existing light rail station.

On many occasions we have observed the C Line Rapid Ride half empty during the non-rush hour times, good frequency and speedy trip to Downtown, no problems, NO LIGHT RAIL.

Communication ID: 349837

Name: Daina Turner

Comment:

Please seriously consider a light rail option to West Seattle that includes a tunnel. Elevated tracks would destroy this community. This is a once in a century project. I am a resident and, though my home wouldn't be affected, I believe the community of West Seattle as a whole deserve to have the same consideration as other neighborhoods who have tunnels vs elevated tracks.

Communication ID: 349838

Name: Barbara Greenlee

Comment:

DO NOT build elevated light rail in the West Seattle Junction's fragile, and aging side street neighborhoods. The planners really cannot be serious in proposing that those monstrous rail pylons could fit in any of the century old (and barely wide enough for traffic) avenues that serve our community of old homes. We live where weekend homes and farms once were and why these small streets were ever built. They have existed unchanged since 1900 in a scale that fit the times. My home is among many platted in that early century and photos show no improvements to the width or quality of the pavement.

Calling the West Seattle Junction "downtown" does not make it any more than the couple of blocks of storefronts that were not different from the many small commercial areas that dotted the city. Overbuilding it and rebranding it as an "urban village" has not made it anything but uglier and more congested. Small town really does refer to size here, not just "feel." There are no boulevards, no multi-lane arterials. We are small.

I did not vote for ST3 because it was an expensive project, poorly planned, having none of the virtues of big city metro underground systems, and would take the better part of a century to build an already outdated system. Sadly these remain the facts.

Now, in addition, the plan is to destroy West Seattle's neighborhoods with ugly elevated rails that will never be any better than buses, blight the landscape, displace families, and nothing can ever mitigate this colossal and costly blunder. Just stop.

If tunneling is not an option, take this LR section back to a voters and kill the project. We don't need it. Most won't use it. Send the Fauntleroy ferry traffic downtown where it belongs and alleviate that unnecessary congestion.

West Seattle doesn't want the ST crumbs while paying for the rest of the city to have it's banquet. Oh yes, we've noticed that wealth has its privileges. This plan has every potential to be a disaster for the people of West Seattle.

Communication ID: 349840

Name: Monika Lidman

Comment:

LIVING WITH OUR MISTAKES - Elevated vs Tunnel

The 2016 Initiative passed, but barely cleared the majority mark. Hence, a relatively small percentage of the general population voted for a very large and complicated change that would, yes, decrease emissions and offer an attractive alternative to frustrated drivers. BUT. It will be up to ST and our leadership to develop a realistic, feasible plan that leaves our city BETTER OF, NOT WORSE OFF. Currently, it is my opinion that all of the proposed elevated lines to West Seattle hold more yet unseen drawbacks than potential positive aspects. The last thing we need is to end up looking like Chicago, with something like their "L" line. Not only is this feature an eyesore, but it has divided the city, destroyed walking environments and contributed greatly to noise pollution and crime. It was a cheap fix at the time it was built and it continues to define that city in a negative light. Let's not have regrets. SLOW DOWN. DO IT RIGHT or NOT AT ALL.

1st I would like to request that ST go back to the drawing board and create plans that have, at least, TUNNELED underground stations as their final destinations in or around Alaska Junction.

2nd I would like to request that, either of the two final options utilize more TUNNELING. Nowhere along the 60 some miles of light rail track is population as dense as it will be in West Seattle, in the Alaska Junction area. West Seattle citizens are acutely aware of how history has served, or, in some cases, not served our neighborhood in an equitable way. First Hill, Capital Hill, and the U District have all been able to have transportation that go underground instead of through the heart of their communities, ravaging neighborhood along the way.

3rd I would like to request that ST, SAG and ELG study or examined, in depth, OTHER cities who have implemented a light rail system in a similar, dense, urban landscape. Perhaps we could learn from cities who have EXPERIENCED SETBACKS. Many West Seattle people have been frustrated by vague explanations of cost, or how exactly factors would figure into cost of tunnel versus elevated rail proposals. Even directly South, with Portland's WES service, their commuter system still requires high subsidy and operates at low volume outside of peak time. One need only Google light rail and the name of any number of large cities in the Western hemisphere and, chances are, they are in some stage of a massive dispute, endless litigation or unforeseen obstacles with their projects.

TIME and SPEED = PRESSURE

I thank you for extending the scoping period. Too many West Seattle people have the sense that this phase of the proposed project feels very rushed. Many feel that there has not been enough time between scoping and the the vote on what two lines to carry forward. This pressure feels more intense with the unexpected "pop up" of a proposed new Orange Line.

4th. I would like to request that frequent ST presenter, Stephen Mak, take on another role. His presentations are extremely hard to follow and difficult to understand. This combination, a frustrated public and speeded up presenter is problematic for all. By now, we have all heard the efficient rat-tat-tat delivery of his power-point presentations so many times and asked him to slow down, just as many. The speed of this delivery makes citizens feel as if ST is more concerned with getting through the slide deck than answering our questions. Sadly, most citizens feel as if THE BIG QUESTIONS have not been addressed or answered. We are completely sick of - "We'll get back to you" - the most common response. We are tired of feeling as if the decision has already been made.

GOING FORWARD

Whatever route is ultimately chosen, I am concerned that NOT ONE PERSON at ST or SAG OR ELG understands the magnitude of the destruction that is coming. We must make sure that we choose a plan, that, when the chaos is over, permits for the recovery of this community. For years and years, citizen have worked hard to build a community that

had, at its core - a heart. A PLACE is, in itself, a living thing. We can have mass transit that cures or mass transit that kills.

5th I would request that ST, SAG and ELG closely examine the effect of years of incessant CONSTRUCTION NOISE on the people who inhabit this neighborhood. This is a neighborhood full, not only of neighbors, but of businesses and nursing homes and schools. This project represents eight plus years of the exact type of stress that only loud noises produce. Conversations are altered. There is dust, there is dirt, there are air quality questions. For these many years, there will be no respite from the health issues or the annoyance. And when that phase is over - an unending parade of noisy light rail trains. All day, nearly all night, brakes and announcements. I've been near those stations when a train is approaching. Conversations stop. Sleep is disrupted. Enough time has passed now, that we see articles about people whose houses are under the uphill light rail to the SEA TAC. They are not their former selves.

6th I would request that ST, SAG and ELG study until they understand that an elevated project could, in fact, could work at cross purposes with many of the desired aspects of the Urban Village. Neighborhoods are chopped up, walkability is affected, increased crime and homelessness are part and parcel of elevated structures. Our city has not had much success improving police response times and finding alternatives to homelessness. Last week we had a gang rivalry shooting right here, at Edmonds and 44th, with beatings in the alley the night before. Why would we want more structures that invite behaviors that fester under rails and viaducts?

7th I would request that ST, SAG and ELG study until they understand that the Alaska Junction already has an ENORMOUS parking problem. This congestion will worsen. I am not speaking of people who should or could be giving up their cars. I am talking about the various trucks that park in front of my driveway and prevent my neighbor from getting to work at the burn unit at Harborview. I am talking about the service vehicles, and mail trucks that double park on our narrow, West Seattle streets and prevent passage of any vehicles - even emergency and fire. There is NOWHERE to park.

8th I would request that ST, SAG and ELG study until they understand how overhead rails and stations will change the very things that make West Seattle desirable - street fairs, the Sunday Market, the great garage sales every summer weekend - will be disrupted by light rail, towering overhead. Church services, exercise classes at the YMCA, physical therapy at Mount Providence - all changed by the vibration and intermittent thunder that comes with a train schedule and intercom announcements.

9th In terms of displacement, I understand that this will be a necessary evil accompanying any of the proposed plans. I would request that ST, SAG and ELG take into consideration the sheer number of houses that would need to be lost to any of the plans. Fewer is better.

Thank you for listening to my comments.

Sincerely,

Monika Lidman

4802 Rutan Place

Seattle, WA 89116

206-696-3389

Communication ID: 349841

Name: Janet Kierstead

Comment:

Pleaseavoid placing the station for a possible 5th Avenue train where it would affect the garage under 5th and Madison Condos.* This plea comes from the point of view of the senior citizens and younger handicapped individuals living here.

I am an 80 year old woman with limited mobility -- much like others in our building, which houses many individuals from ages 65 - 85. As just one example of how necessary our garage is for us, in my case, I also have the inability to lift and carry packages heavier than 10 lbs (due to having 17" titanium rods supporting my spine).So iIn addition to having my car within easy walking distance, I also need easy access to the type of cart which can only be stored in our onsite garage, where I can move packages from my car's trunk_laterally_-- over into our building's_horizontal cart._ I cannot bend from the waist to assemble a vertical cart stored in the trunk of a car. I also cannot bend to retrieve packages at the bottom of such a cart -- so I need the large, horizontal cart stored in our garage, which is at waist level, so allows me to transfer my packages from trunk to cart and out again without bending.)

Others have somewhat different types of impairments and thus reasons for needing our onsite garage, including those already eligible for Handicapped Plackards. Still others are already obviously headed in that direction as the years progress. We cannot readily manage with only off-site parking. We honestly need our garage, which is just a few steps away, via elevators, from our front doors.

As seniors and younger disabled individuals, we also depend on Bartell's, to which we have access through our parking garage. This access means on slippery rainy or snowy days, we can avoid the danger of falling. So on behalf of all of us,**I urge you to consider placing one entrance in front of the library on 4th Ave, with another at the building a BofA/Starbucks on the corner, on 5th. **

We recognize the complexity of the planning process, welcome a station nearby, and very much appreciate your work. Please consider our situation as you move forward with plans for expanding through our area.

Thank you,

Janet Kierstead

*Our garage is comprised of 7 stories, extends the entire width along 5th Ave. between Madison and Marion, and houses not only our parking and storage, but a complex system of utilities which supports our building.

~

Janet Kierstead, Ph.D.

5th and Madison

Seattle

Communication ID: 349843

Name: Larry Yok

Comment:

My connection to the Chinatown-International District (CID) goes back more than 60 years and more than a century for members of my family. I care deeply about preserving the character and viability of the CID. It is within this context that I make the following comments for your consideration as you develop the scope for the environmental impact statement (EIS) for the West Seattle-Ballard light rail line.

General Comment

As a general principle, I think the rail alignment show be influenced by the station locations and designs to the greatest extent possible.

The stations should be located where they will serve the greatest number of neighborhoods. For example in Interbay, the station should equally accessible to people from Magnolia and West Queen Anne.

Station locations and design should be responsive to neighborhood needs and desires.

Rail alignments should be determined by the requested station locations and designs. In other words, the rail alignments serve the stations; the stations are not located and designed to serve the rail alignments.

Issues of Concern for the CID

A new station offers opportunity and peril to any neighborhood, but the fragility of the CID makes the station location and design especially critical to this neighborhood. Questions the EIS should address are:

How do you minimize the impact of thousands of commuters on the CID? While might think having crowds of commuters walking through a neighborhood might be beneficial to businesses, a study might find the opposite. In my experience, commuters are focused on getting to the trains and buses that will get them to work or home quickly. They are not usually strolling to shop or dine but they may displace those who want to do that.

How can you bring life to the Fifth Avenue Plaza of the current CID station and to Union Station? Both straddle the border between the CID and Pioneer Square and currently constitute dead zones between these two vibrant communities.

How can you create better intermodal connections at this critical transportation hub? Would locating the new station farther west to Fourth Avenue provide more efficient movement for commuters and AMTRAK passengers while still allowing convenient access to the CID and Pioneer Square for those for whom those are their intentional destinations?

How will access into the CID and Pioneer Square be maintained during construction of the new station and the rail lines? This includes street closures, traffic detours, parking restrictions or elimination, lighting, and wayfinding,

How will Sound Transit minimize the gentrication effect of expanding the transportation hub into the CID? The CID is home to a significant population of low income Asian American families and, many of whom are monolingual in Asian languages. It is the cultural homeland for generations of Asian Americans and is the locus of historic traditional institutions such as churches, family associations, tongs, ethnic groceries and restaurants.

What Sound Transit Should Study in the EIS

Given the preceding questions, I hope Sound Transit will include the following in the scope of the EIS:

Impacts on CID business by station and rail alignment construction on Fifth and Fourth avenues using these processes

Cut and cover

Boring

Mining

Pedestrian traffic effects on the CID for Fourth Avenue and Fifth Avenue stations

The number of businesses and affordable housing units that would be displaced and/or destroyed by the station options

Commercial real estate development impacts of station locations on small businesses in the CID

Options to create and expand affordable housing availability in the CID as a consequence of the new stations

Fourth Avenue station and rail line feasibility

Activation of the Fifth Avenue Plaza of the existing CID station

Creating a Union Station transit hub with commercial opportunities

Improving the pedestrian corridor on Jackson Street between Pioneer Square and the CID.

The West Seattle-Ballard rail line and stations will affect the development of the city for decades and possibly centuries. It is critical that we make the choices that are right for the future. It is important that the EIS study as many options as possible.

Larry T. Yok

Member, Stakeholders Advisory Group

Trustee, Wing Luke Museum of the Asian Pacific American Experience

Communication ID: 349844

Name: Jude McAlpine

Comment:

Sound Transit,

I live at the Alaska Junction in West Seattle, and have attended many of the meetings. I have written comments to the entire ELG and through the scoping comments on-line. about the destruction of the Orange Line.

The one thing I failed to mention is....have you thought of bringing an Ariel Tram - much like Portland has done - to West Seattle? http://www.gobytram.com

This would solve the problem of Tunneling or bringing an Elevated Rail to West Seattle. You can do an Ariel Tram that runs from Delridge Station to Avalon and then Alaska Junction.

That would be a beautiful want for people to transfer from Delridge to the Alaska Junction and receive a beautiful view of the mountains. It wouldn't destroy homes, and it would keep the integrity of the neighborhood.

If people want to continue south to White Center - they can continue on the elevated train or tunnel south to Burien/White Center from the Delridge Station. The Alaska Junction would be unique to receiving this Ariel Tram.

Positives:

Maintains West Seattle Charm

Keeps our homes and neighborhoods intact

Creates a 'fun factor' to Alaska Junction

Provides beautiful views

Supports the HALA upzoning that we have in place (wiping out homes eliminates the HALA upzoning recently zoned lots)

Communication ID: 349845

Name: Jake van Raaphorst

Comment:

To whom it may concern,

I strongly oppose the above ground light rail extension through West Seattle as this would destroy the neighborhoods of West Seattle. We don't want this!!!

Thank you,

Jake van Raaphorst

Jvanr@uw.edu

(480) 244-8553

Communication ID: 349846

Name: Jude McAlpine

Comment:

Another idea:

I love the Ariel Tram idea that Portland has in their downtown center that reaches out to various neighborhoods.

Another idea is to come up to the Alaska Junction on Arterial Streets (or tunnel). Continue to face east/west at the Junction . If riders want to go to Burien or White Center, they do that from the Delridge Station since it is already facing North/South. There is no reason to face North/South through our neighborhoods and wipe ofut hundreds of homes around 41st Avenue SW, 42nd Avenue SW etc.

Use the Delridge Station to continue South to Burien/White Center. Why would you do that from the Alaska Junction?

Communication ID: 349848

Name: Monisha Singh

Comment:

• Pioneer Square and Chinatown-International District are home to many vulnerable people, including families with low-incomes, English Language Learners, seniors, and homeless people. It is important to me that the EIS identify these populations and evaluate how the project alternatives could benefit or impact them.

• Pioneer Square and the Chinatown-International District are home to many small and minority-owned businesses that are at risk of displacement. It is important to me that the EIS analyze the impact of the project alternatives on small and minority-owned businesses.

• Construction of this project will have a big impact on Pioneer Square and the Chinatown-International District. I am concerned about the impacts of construction on transit and transportation, parking, noise, vibration, access to public and health services, and public safety. It is important to me that the EIS study construction impacts and how to avoid or minimize them.

• There is not yet enough detail to compare the impacts of construction methods for the tunnel and station under Pioneer Square and the Chinatown-International District. Please study multiple construction methods in the EIS.

• Pioneer Square and/or Chinatown-International District house precious historic and cultural resources. It is important to me that this project preserves and does not harm these resources.

• Creating and enhancing a vibrant pedestrian environment, public gathering spaces, and transportation connectivity between Union Station and King Street Station are stated priorities for Pioneer Square and the Chinatown-International District. It is important to me that this project address this priority.

• Transit-oriented development, including opportunities in and around Union Station are another stated priority for Pioneer Square and the Chinatown-International District. It is important to me that this project enhance, rather than preclude opportunities for transit-oriented development in Pioneer Square and the Chinatown-International District.

Communication ID: 349849

Name: Elisa Clements

Comment:

Hello,

I am a resident of West Seattle and I support the light rail tunnel expansion to West Seattle vs above around option.

Please support tunnel!!! I believe it is the best option for our neighborhood and I am excited to have light rail here!

Best,

Elisa

ELISA HUERTA-ENOCHIAN

Photographer / ARTIST

www.elisahuertaenochian.com

1+206-384-9198

Communication ID: 349850

Name: Vincent Fitzgerald

Comment:

I would like for the West Seattle station to be under ground. The elevated station visualization look like an eyesore and it does seem a bit short sited expansion wise. Is tunneling really actually slower than building the elevated track? The tunnel from downtown to university only seemed like it took a few years.

Communication ID: 349852

Name: Guy Boswell

Comment:

Lets use 14th old railway route.

Communication ID: 349853

Name: Carita Boswell

Comment:

stay off of 15th. looks to expensive why reinvent the wheel and use 14th.

Communication ID: 349854

Name: Joshua Sellers Park

Comment:

Dear SoundTransit-

First and foremost, I must thank you. I live in Columbia City and commute to the CID everyday on the light rail, and I could not be more pleased to have an affordable (although we can improve there as well, thinking sliding scales or even better, free transit like Luxemburg has recently accomplished) and reliable mode of transit. I am most thankful to not have to rely on my car on a daily basis.

So when considering how to proceed with next steps as it pertains to the West Seattle and Ballard Link options, I ask that SoundTransit consider its role in changing the commuting culture of the area. When conducting outreach and the EIS, please recognize that the incommensurate influence of affluent communities that do not have high rates of public transit ridership, and rely primarily on their cars. As the governmental authority, your duty is to ensure each resident is guaranteed the same amount of representation despite their income or property value. Your duty is to make this region more accessible to as many people as possible and we now have an amazing opportunity to create a transit culture that shifts political power from the car to public transit.

I strongly urge more time/resources be spent considering alternative options for the Chinatown International District station. All options should be considered in much more detail, and costs should not be emphasized until more engineering studies have been completed. The public (the CID and Pioneer Square in particular) is now aware that 4th

Avenue viaduct will require repairs soon, although it has not quite reached the top of capital repair lists in the city or state. I understand that SoundTransit's initial study of this option suggested that it'd be much more expensive than the proposed 5th Avenue cut and cover. However it begs the question, how much could SoundTransit save taxpayers if they address both issues (4th Ave repairs and the new station) at the same time? Another important question to ask is, what will be the aggregate cost to the businesses in the CID and Pioneer Square? A vast majority of these businesses are not large national, or even regional, franchises that can absorb the amount of disruption being proposed along 5th Avenue. These are the "critically endangered" mom-and-pop-shops that still employ most people in the US, diversify our economy which allow us to better withstand economic disruptions, and make these two communities so unique and celebrated.

When considering options, please think of the long-term impacts instead of the short-term gains. Although in today's political climate it seems like government can only be constantly reacting, I challenge SoundTransit to look further down the road and reassert the government's position as leaders in our society. Despite the low confidence in government, the simple fact is that no other entity has the ability to mitigate the impacts climate change and create a more equitable city and region.

Apologies for such a lengthy comment.

Thank you for your time!

Communication ID: 349855

Name: Emily Reynolds

Comment:

[Hi my name is Emily Reynolds and I am a resident of the West Seattle neighborhood. Leaving a comment about the light rail. I oppose the current above ground options because I feel that the yellow line in it's current trajectory and putting the rails on to property that could turn into multi unit housing be on simply town homes is going to set a precedent for once the line reaches weight Center in dellridge and more economically strap areas where there's a higher risk for housing instability. When you throw the line down there and you set a precedent to put above ground line on developable land then you're going to follow that president through once you're in a less economically stable area and you're going to displace a bunch more residence. So even if people in West Seattle could afford to move or could afford the value of their home. So deppreciate the people who are in the areas just south of us cannot so the yellow line is just a no go if you wanna take care of all of your citizens Seattle. There is an option to I think be not putting above ground or below ground but ground level where you take the route out to California and you go down the center-of-alaska junction and remove the parking on both sides of the street and instead put in a two level or three level garage in the current three hour limit parking areas behind the stores that way you still have all the accessibility to those places the street cars going down the middle of the street which saves money and not having to generate a structure upward or take underneath and then you're setting a precedent going down the rest of California to not interrupt any other.... Please listen to the voicemail for the rest of this message.]

Communication ID: 349856

Name: Owen Gould

Comment:

I am a homeowner in West Seattle, and strongly I prefer the tunnel option to provide light rail access here. I believe that the elevated option would be extremely ugly, would increase noise and other pollution drastically, would reduce the connectivity between the commercial areas light rail intends to serve and the surrounding neighborhoods, and will reduce the overall desirability and livability of our area. I feel that if necessary, the additional cost and timeline required to build a tunnel is worth it in the long run, as an elevated light rail platform would be a net detriment to West Seattle.

Communication ID: 349857

Name: Margret Lafranchi

Comment:

Attached my comments on West Seattle transit.

Margret LaFranchi

(206) 932-852

5637 42ndAvenue SW Seattle WA 98136

Sound Transit is bringing light rail to West Seattle. They showcased Light Rail as a wonderful thing, a way of getting around Seattle with ease. But what ST didn't showcase was the uprooting of the lives of hundreds of West Seattleites and the destruction of hundreds of homes.

Right now there is the pretext that we can write to ST and request a tunnel from the West Seattle Junction to Burien. Building light rail above ground is probably something that was decided long ago.

Sound Transit wasn't clear to us what they wanted to do. They should have sent homeowners flyers detailing exactly what they proposed to do and whose homes they wanted to demolish. Instead we got invites to meetings to let us know how exciting this new way of getting around Seattle was going to be.

I don't know if ST realizes that there is an elementary school at Fauntleroy and Findlay and that a ton of kids walk up Findlay to their homes, a path that includes where the above ground train would go. Do you want to risk a potential disaster with elementary school children?

I went to a meeting in which 42nd Avenue SW from Edmonds to Findlay was being proposed to make it a bicycle route - from Edmunds to Findlay and across Fauntleroy to 38th or 39th and then to 35th Ave SW. Are you looking forward to a potential disaster with cyclists?

I don't understand why ST wants to go to Burien through West Seattle. It seems a Del Ridge Avenue route would be more sensible. Or along 35th Avenue SW. Those two streets are much wider.

This whole thing simply doesn't feel very well thought out. It seems plans were made, hoping homeowners wouldn't notice, and ST has decided way before hand what they planned to do.

Many of the homes in our neighborhood are over 100 years old (ours was built in 1909).

Our neighbors have ugraded their houses, another is in the midst of construction, we need new siding and windows. Do we do this? Is there going to be a return for this work?

We are a part of West Seattle and it is homeowners then and now who have made Seattle an attractive and vibrant place to live.

Put Light Rail Underground!!

Communication ID: 349859

Name: Scott Hatzenbuehler

Comment:

I'm a resident and property owner at the Alaska Junction. I think it's imperative that light rail end as close to business along California as possible. West Seattle is a great destination for people from other neighborhoods. To have light rail stop several blocks east doesn't make it any easier. Furthermore, for the individuals living west of the Junction, a station farther east makes it more difficult for them to get there.

Communication ID: 349860

Name: Jon Duncan

Comment:

Please don't impact the West seattle Golf course.

It's truly important that the original 1940 course doesn't change in any way.

thank you, jon duncan

Communication ID: 349862

Name: Dave Gould

Comment:

My preference is the Blue Line or tunnel option to West Seattle as it would be less destructive to the community. A second and distant choice would be the Red Line as it appears to be less destructive than the Yellow Line.

Thank you.

Dave Gould

4342 SW Cambridge

Seattle 98136

Communication ID: 349863

Name: Jackie Flowers

Comment:

I am a homeowner in West Seattle, and strongly prefer the tunnel option to provide light rail access here. The elevated option decreases the character of our neighborhood. I am all for change and support MHA, but West Seattle is not a downtown. It will also increases noise and other pollution drastically, reduce the connectivity between the commercial areas light rail intends to serve and the surrounding neighborhoods, and will reduce the overall desirability and livability of our area. The additional cost and timeline required to build a tunnel is worth it in the long run, and believe West Seattle residents would support a tax for this. This is a decision that will change the scope of our neighborhood indefinitely, we should do it right the first time.

Communication ID: 349866

Name: Miguel Ortega

Comment:

West Seattle is one of the best municipal golf courses in the pacific nw.

Please keep in mind that this is a vital recreational venue for the citizens of Seattle and surrounding communities.

Communication ID: 349868

Name: Anne Nelsen

Comment:

We are writing to enter our plea that the new station NOT be located in the plaza between 901 and our home at 909 Fifth Avenue. We realize that a new station in our area will ultimately bring both benefits and possible problems to our area. What concerns us the most is that the plaza location would appear to concentrate the negative short-term and long-term aspects of this construction on our building, the lone residential building in the area.

Losing our parking and storage areas in this building would seriously harm our quality of life in both the short and long-term. Our Board of Directors has eloquently described the impact on our property values. That impact is deeply concerning. However, the immediate impact of having no on-site storage and of struggling to find off-site parking in what is now an extremely high-density area would make living in our building far more difficult for current residents. In addition, our wonderful building is tall and relatively narrow, leading us to worry about the impact such deep construction in our plaza would have on the structural integrity of 909 5th Avenue. This would seem to us to be very harsh treatment for the city's first Leed Gold residential building.

Thank you for considering our comments.

Sincerely yours,

Hart and Anne Nelsen, Owners

909 5th Avenue Unit 603

Seattle, WA

Communication ID: 349869

Name: Eric Aderhold

Comment:

Ballard must not have a 14th Ave station. 15th Ave is much better for pedestrian access from the more-populated areas of Ballard, better for bus connections, better for further expansion of the Link line to the north in the future, better all around. I don't have a strong attachment to any particular way of crossing the waterway. A drawbridge is acceptable to me.

For both Ballard and West Seattle, my main concern is the rider experience: how can we help the most people get to their destination in the fastest time. My secondary concern is cost. Supposing that a cost-saving measure doesn't create inconveniences for riders, I support spending less money so that we have more available to expand the system to more neighborhoods in the future.

I am much less concerned about aesthetic impacts of an elevated line, and about temporary construction impacts. I can live with a bit of temporary pain in order to get the best possible transportation system in the long run.

Communication ID: 349871

Name: Levi Rippy

Comment:

I prefer the tunnel option for West Seattle. The single-story commercial core should not be dwarfed by an elevated station. An elevated station would cast shadows onto the street, potentially damaging a vibrant street life.

Communication ID: 349873

Name: David Obuck

Comment:

I have placed a few comments out here prior to today. However, I now just looked at the Seattle Subway recommendation for a new elevated 41st Ave SW option. It strikes me that if sharp turns can be handled on a revised 41st Ave option, then sharp turns could also be considered for the original elevated Alaska station option. You can indeed use the parking lots to the west of California near 44th and then route back to California with minimal impact on existing businesses or homes. It seems disingenuous to say that the original (red?) option disappears from the table because it will stop the line from expansion while cutting slashes through existing neighborhoods seems to be total

acceptable to many (and will require additional neighborhood areas to be destroyed in an ST4 expansion). Make light rail minimally disruptive for all involved, build it quickly and with minimal need for additional funding by using existing arterial routes.

Communication ID: 349876

Name: John Laplante

Comment:

It is critical that Sound Transit focus on tunnel options and only tunnel options for the heart of West Seattle. The Alaska Junction neighborhood is high-density and growing, and an elevated system would be disproportionately out of scale. It would negatively impact residents with noise and shading and further crowd transit corridors that are already overused.

Light rail in a tunnel is a one-time opportunity to make the right decision that will affect the livability of a vibrant and thriving population center that represents one of the last relatively affordable places in Seattle for families to live. An elevated solution is short-sighted and unfairly burdens a neighborhood with the "cheapest" possible solution, rather than the solution that makes sense. This is a decision that will affect generations to come, and the decision should not be made lightly.

Seattle has historically dropped the ball on making long-term mass transit investments that can effectively serve high-density development. Decisions that maybe made sense because they were the cheapest (e.g. an elevated Highway 99) at the time only end up costing far more in the future as these solutions need to be entirely reconsidered and rebuilt. Sound Transit should be investing for the long-term, even if it means the solution will cost more in the near-term. A tunnel in West Seattle should be the obvious and only choice.

Communication ID: 349880

Name: Robert Bozeat

Comment:

As you deal with the transportation problems of this city I ask you to be aware of how the infrastructure you approve affects the reason for easier access - the enjoyment of the city amenities.

West Seattle GC is a significant, and an established, and important, piece of golf architecture, enjoyed by thousands each year, and the envy of most municipalities around the USA. Lets vote for West Seattle access without undermining the facilities and structures within that community.

If you don't golf, learn about its significance and its famed architect. If you do golf, you'll understand that this is a gem - deserving carefully consideration.

Thanks

Communication ID: 349881

Name: Spencer Tucker

Comment:

Though I support the light-rail expansion to West Seattle, it is imperative that the Link Rail Route chosen minimizes impact on the West Seattle Golf Course in order to maintain its Historical Design and Environmental Integrity. It appears that one of the proposed routes cuts right across the center of the course, which is categorically wrong. I am hopeful the advisory group can come up with a better plan than what has lazily been proposed.

Communication ID: 349883

Name: Rachtha Danh

Comment:

Hello, I would like a full accessment of the options. I bleive that the presentations given was very limited on the information provided. This neighborhood is precious and needs to be protected as small bussinesses will be affected by the construction.

Communication ID: 349884

Name: David Perk

Comment:

Hard to find the Comment option from the home page.

I much prefer the 20th Avenue station alignment proposed by Dale Menchhofer in Seattle Transit Blog:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 349890

Name: Laurie Sander

Comment:

Dear Sound Transit Board, ST Stakeholders Advisory Group, ST Elected Leaders Group,

I've been a West Seattle resident since 1990, and I live in a home my husband and I built in 2004, in the Pigeon Point neighborhood. Putting a station in anywhere near Delridge SW and SW Andover streets is not only NOT necessary - we are a less-than-ten-minute bus ride from Downtown Seattle - but such a station would negatively impact our entire neighborhood.

1 - It would wipe out our nearest restaurants and businesses

2 - It would cause noise that could be heard by all our residences in every direction

3 - It would attract drivers to the area, who park their vehicles on residential streets before they hop on the train

4 - It would be an eyesore, dominating the landscape.

The Purple Line option should be back on the table. I don't like the idea of having a tunnel drilled nearly right under my house, but it would be better than putting an elevated line either to the North or South of the West Seattle Bridge, destroying the northern tip of Pigeon Point - an area that history shows is slide-prone - along with a Heron rookery.

I don't know all the lingo and do have difficulty keeping track of all of the details involving the current questions re the Ballard-West Seattle options, but I do know that elevated tracks and a station on Delridge are a waste of money and will have a negative effect on the North Delridge, Youngstown, and Pigeon Point neighborhoods.

Thank you for your consideration,

Laurie Sander

4144 22nd Ave SW

Seattle WA 98106

Communication ID: 349896

Name: Taylor Huerta

Comment:

I live at the corner of SW Dakota St and 25th Ave SW in a home that was built in 1905 with my wife and 8-month-old twins. I urge the SAG, ELG, and Sound Transit board to reopen consideration of the purple route (Pigeon Point tunnel) and any other alternatives that will save our neighborhood. The current options would destroy our home and the homes of our diverse neighborhood. Other areas are getting tunnels, why not Delridge? Locating the station on Delridge north of Andover would also help save our neighborhood. Is it not worth it to have transit riders walk an extra block or two to save over 40 homes?

Communication ID: 349897

Name: Sonia Balsky

Comment:

Please read this post about locating the Ballard station at 20th: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/. I think it makes a lot of sense and as a bike/transit commuter in Crown Hill this is very important to me. I really want Ballard to be connected properly to the light rail network and the land use at 20th is so much more pedestrian/shopping/living friendly than the businesses at 15th & Market. The more people we can get out of cars and into transit the happier and healthier the city will be.

Thank you for considering it!

Sonia

Communication ID: 349899

Name: Kerri Callison

Comment:

I have comments on two subjects. The first being the light rail only goes to the junction. West Seattle extends all the way south and everyone past the junction will not get the best use. Parking is tight enough in the junction so I don't know how I would use this to commute.

Second, you CAN NOT expect to demolish the Pigeon Point neighborhood for the above ground option. This is a well established community that also includes the school my child attends. I will be fighting for this community if that is the option going forward.

Communication ID: 349905

Name: Eric Wheatcraft

Comment:

Please do not damage the integrity of the West Seattle Golf Course. The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black in New York and Torrey Pines in Southern California. 56,000 rounds per year are played here providing revenue for all Seattle Parks Department programs. It is imperative that the Link Rail Route chosen minimize the impact on the Course in order to maintain its Historical Design and Environmental Integrity. Thank you.

Communication ID: 349911

Name: Chris White

Comment:

The yellow line option (elevated rail) for west Seattle is irresponsible in my opinion. 90-120 homes will be demolished to allow for the elevated line to the Alaska junction. Seattle is in the midst of a housing crises, and removing and displacing around 100 families does not make sense. Furthermore, the remaining houses that will be adjacent to the line will sharply go down in value. Has ST and King county considered the negative tax implication resulting in lower house values around the yellow line?

Where will the construction equipment be placed in the genesee neighborhood if the yellow line is approved? How will the sonic impact of construction and subsequent train travel be evaluated for the EIS? How will pedestrian safety be addressed? These are some of the questions I hope ST will consider when evaluating a raised light rail versus a tunnel in west Seattle

Communication ID: 349913

Name: Lionel Tamez

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail route chosen minimize impact on the Course in order to maintain its Historical Design and Environmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349917

Name: John Sparkman

Comment:

I live at 23rd Ave SW and Genesee steps, very close to the Delridge station proposals. I work in the Juanita area of Kirkland. I am in favor of whatever makes this city's mass transit actually function as a normal, effective major city to get around in without a car. Please do so STAT.

Communication ID: 349919

Name: Anonymous

Comment:

"Hello I'm calling about the ST3 for West Seattle. I fully support having a tunnel version that's really the only viable option I can see for the community of West Seattle. Even though it is more expensive we, have to look at the long term affects- all the other ones dissect the community the one on Fauntleroy and Alaska, those are our main arterial it would back up ferry traffic, emergency vehicles from the fire station on Alaska wouldn't be able to get through, basically I would see those becoming one lane roads at best if the pillars were put there. The tunnel has a fewest residential effects. Again the enormous pillars with the above ground would ruin the neighborhood perhaps leaving places for criminals and people to hide behind pillars a lot of noise and vibration difficult for anyone living near them; the air quality would be worse then then the visuals and aesthetics would be horrible but it would just be ugly ugly ugly and we take a neighborhood that's been really family needs a place for families to live a good part of the city for families even with the urban Village increasing it's still just as far as I'm concerned, it will ruin West Seattle. It's not worth saving some money to make the community ugly forever. So those are my thoughts. Please look into it with the environmental impact the

potential housing and elevated track versus a tunnel would have a noise and air quality, affect traffic and road space in West Seattle....

Communication ID: 349920

Name: Cause Haun

Comment:

I do not want the elevated rail option. Elevated rail option is far less desirable than a tunnel. We must find other funds to invest in West Seattle. I am willing to accept more taxes to make this happen. An elevated rail option will displace neighbors, be an eyesore, and negatively impact development in WS. We must choose the best long term solution.

Communication ID: 349922

Name: Ted Clifford

Comment:

I believe the route to Wesr Seattle and south from there should be underground as the train runs through residential and residence-supporting districts. Light rail should connect neighborhoods and not bisect neighborhoods like a surface train can. Beacon Hill got a tunnel, West Seattle should get equal treatment.

The argument that a surface train can be in place sooner falls down when considering the number of decades the train will be running. It is much better to do something right, even if it takes longer.

Communication ID: 349923

Name: Gabriela Binder

Comment:

The north/south alignment of the station for future expansion seems to be the main push behind the yellow line siting (in addition to the strong opposition of the business community to the red line...) but it is very unclear what the plan is to get to Morgan Junction, Fauntleroy and White Center from there. The "yellow line" seems hasty to get the north/south alignment. Ideally, tunnel is the way to go. It offers the least amount of disruption to the neighborhood (noise pollution, residents displacement and overall destroy the existing landscape) and and allows for north/south alignment and future expansion. Second to the tunnel would be the elevated "red line".....going along the Fauntleroy towards Morgan Junction or just stop at SW Avalon Way and eliminating the Alaska Junction stop altogether.

Communication ID: 349925

Name: Danielle Woodward

Comment:

Bring back the Purple Route (tunneling under Pigeon Ridge and tunneling into Alaska Junction) for the Environmental Impact Study!

Concerns include:

preserving urban landscape, and community surrounding my kids' school (Pathfinder K-8)

minimizing construction impact on transit to/from the school, neighborhoods, and area businesses

leveraging the light-rail project to improve the quality-of-life of the area surrounding Pathfinder community (rather than blighting that area with the noise, decreased property values, and lost real-estate required by the currently proposed raised tracks. (aka Viaduct-the-Sequel))

Communication ID: 349926

Name: Ken DeVos

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

30,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 349928

Name: Sylvia Schweinberger

Comment:

Dear Sound Transit Board,

I am writing regarding the light rail to Ballard with a vote for the 14th Avenue option. I like the idea of a tunnel of course, but realize that that is a huge hit to the budget. It would be so much nicer to the neighborhoods to put it all beneath the streets though. Also, I am thinking the houses and apartments on either side of 14th ave NW will require mitigations during construction so they can be accessed during this large construction project. And that these mitigations for the neighborhood concerns will slow down construction.

Keeping the light rail on 14th will provide a good separation between buses and cars that use 15th ave and allow all the businesses along 15th ave NW to stay open during construction.

Thank you and please update me with the final decision.

Communication ID: 349929

Name: Jon Struck

Comment:

I'm very concerned that the city and county will take a "short-term" and "money-saving" approach a project that will be serving the city for 100+ years. If the city, county, and state are going to push public transportation so heavily, they need to build the infrastructure right the first time around. Although expensive, the additional cost will be worth the investment for the next 4 generations. The surface options will put a permanent blight in West Seattle, ruin property values, and lead to a deterioration of the entire neighborhood.

Please don't destroy West Seattle.

Communication ID: 349931

Name: Eric Bloomfield

Comment:

The movable bridge is a good idea for Ballard! So long as it is built high enough that private sail boats will not cause delays, I think delays will not happen much. I ride the bus across the bridge to work every day and because of the bridge closed period I almost never get caught in delays. During the summer months, it can be a hassle with the bridge opening for private sail boats on weekends and weeknights but I rarely run into issues with commercial craft. It is imperative that the station be placed on 15th in order to potentially facilitate further expansion to Crown Hill and serve riders without making them wait more than 2 minutes to cross 15th NW. This avenue is a canyon that separates the neighborhood and is awful for pedestrians. The station must go on 15th, and the movable bridge provides savings that will make this simpler!

Communication ID: 349932

Name: Michelle Braasch

Comment:

I write to you with my concerns for the West Seattle light rail planning. I hope that you and all decision-makers take the time to listen to residents, and direct the project with our voices taken into consideration. All around us we see the changes in our city and realize we are experiencing growing pains. We understand changes have to be made to

accommodate growth. All we ask is that all the time is taken to build this out the right way. We are in favor of a tunnel to reduce the negative impacts to our community.

With the city having a housing issue, we can't afford to lose more homes. We are a residential community with families. West Seattle is still affordable compared with other areas of the city.

We are not going to move into expensive apartment buildings or micro units. West Seattle is a 'bedroom community'. This is where we go home at the end of the day and focus on our lives, and our kids attend these schools. Many of us are also small business owners in the community and cannot just relocate to another area. Some of us want to increase residential density by building DADUs but have stopped planning for fear of losing our homes.

If the transit is built above ground the remaining property values will suffer which will reduce property tax revenues. Noise pollution will increase reducing value of surrounding homes that remain. The Alaskan Way Viaduct was considered an eye sore to the city and came down. Why put up an eye sore that faces the Olympic Mountains? The elevated track would be like moving the viaduct to West Seattle.

As a former resident of Chicago and New York I appreciate public transportation. I also understand the need to transfer between modes of transport and locations. With that in mind we should keep bus routes to transport to light rail access points. From there transfer to other locations for southbound travel. Please consider the future southbound plan to run along Delridge which is a more natural path to White Center and on to Burien, rather than along 41st through the residential neighborhoods. Please take the orange line that bisects the Junction neighborhood off the table.

There is more to consider than timelines and project budgets. There is the quality of life in our community that cannot be measured. This is a decision that will impact generations to come. Please take your time to and commit to doing this right.

Thank you for your time,

Michelle Braasch

4108 SW Dawson St

206.724.7242

Communication ID: 349934

Name: K S

Comment:

A tunnel with plans to connect Delridge would be great.

Communication ID: 349936

Name: Bill Tenneson

Comment:

Please don't use part of West Seattle Golf Course for light rail lines or planning. There is no way to add replacement parcels to the golf course and to change the layout of the course for the 56,000 rounds of golf that get played there would impossible. Go with the Brown line.

Communication ID: 349944

Name: Thu Le

Comment:

Please bring back the Purple Route (tunneling under Pigeon Ridge and tunneling into Alaska Junction) for Environmental Impact Study!

Concerns include:

preserving urban landscape, and community surrounding Pathfinder

minimizing construction impact on transit to/from the school, neighborhoods, area businesses

leveraging the light-rail project to improve the quality-of-life of the area surrounding Pathfinder (rather than blighting that area with the noise, decreased property values, and lost real-estate required by the currently proposed raised tracks. (aka Viaduct-the-Sequel))

Sincerely,

Thu Le (West Seattle Resident)

Communication ID: 349945

Name: Kim Schwarzkopf

Comment:

I have grave concerns about the present alignments that appear to moving forward for further study in the upcoming Environmental Impact Statement (EIS) process.

We need more transit oriented development opportunities that are equitable.

We should bring back the purple line to be considered.

Span the Duwamish Waterway south of the West Seattle bridge to avoid interference of Port of Seattle activities that need access to Spokane St SW

Consider alternatives to an elevated Delridge Station as it will have multiple negative impacts on the surrounding community, bus travel routes, nearby residences, sports activity spaces and cultural spaces.

Provides immensely less impacts on the North Delridge community and North Delridge business node

Impacts of traffic from the Port of Seattle/Northwest Seaport Alliance operations, operations at Nucor Steel and traffic egressing and ingressing the Pigeon Point neighborhood (including traffic to Pathfinder School).

We should consider an additional alternative that goes directly south from the Delridge station and also a route that goes into a tunnel at Avalon and then heads south on 35th ave.

Also-

The alternative location spanning SW Alaska St will disrupt traffic for many years during construction

The proposed stations on either 41st or 42nd Ave SW will have an adverse impact on many business locations and increased housing density that is developing in this area.

The Avalon Station must be included to intercept the bus traffic from the south on 35th Ave SW, reduce transit traffic in the Alaska Junction Station site and therefore providing more reliable and safer service in the coming years.

It would also be advisable to start the tunneling phase in this area at Avalon and continue into the Junction station.

Consideration should also be given that any proposal of an elevated light rail system should not work against the planning for the Fauntleroy Blvd beautification project that has been worked on by the community for almost 20 years

Consider that an elevated light rail line would go right over the “gateway” to West Seattle

It is impossible to imagine an elevated alignment along the Spokane Street route that would not be debilitating during construction, and destructive to the quality of life of West Seattle residents and businesses when completed. I understand that mitigation would be required and wants to better understand what mitigation Sound Transit would be providing along this critical corridor if ST were to proceed with an elevated alignment. Given the extended construction period, I feel that it is important that ST considers further study of another route not along the Spokane corridor to provide the community and businesses with clear, distinct options.

I support the tunnel alternatives. The cost of tunneling will be somewhat offset by two factors: 1) the continuing reduction of the cost of tunneling through advancement of tunneling technologies and 2) the cost savings from not having to purchase as much residential housing stock and commercial land as would be needed to complete an elevated line into and through the heart of West Seattle.

I urge the Stakeholder Advisory Group (SAG), the ELG, and the ST board to continue to move forward with the proposed expansion of light rail to the West Seattle peninsula as rapidly as possible. It is imperative that the proposed alternate “Purple Line” which as proposed would cross the Duwamish River at a more southern location be included as part of any upcoming EIS scope for these reasons:

It would more easily allow two tunnel segments to be built more easily. One under the Pigeon Point neighborhood and the second from SW Avalon Way to the Alaska Junction.

The tunnel options would increase the opportunity for more transit-oriented development

Interconnecting of existing transit systems and those to come would be far easier to accomplish

Will help to preserve the urban landscape in West Seattle by eliminating towering pillars that will reduce existing travel lanes.

Will reduce oppressive shadows that will be cast by any elevated rail line.

Reduce the potential noise pollution not only in the Delridge corridor but along any other stretch of elevated line through our West Seattle community.

Minimize the potentially vast and impactful scope of taking by eminent domain of as much existing housing stock and commercial/business properties as appears to be envisioned by any of the elevated lines.

Minimize the impact on our West Seattle businesses and traffic during the construction as seems to be envisioned by any of the elevated lines.

Also-

Acquisitions, Displacements and Relocations- Why are there new buildings being built now if they might be torn down in the near future? People are moving into the area and not knowing what's happening.

Air quality- our air quality is already awful with the steel mill and all the industry! Building above ground will make it worse.

Economics- Why are we wasting all this money going up and over the hill to the Junction?

It's inefficient and could be solved by other forms of flexible transport.

Ecosystems- We're already putting a strain on our ecosystems by removing trees and green spaces for buildings without replacing the green space. Where are the birds, coyotes, and other creatures going to go?

Energy - waste of energy going up and over the big hills in West Seattle.

Land Use - What a terrible use of hilly land.

Noise and Vibration - in north delridge, we already have too much noise and vibration with the trains, steel mill and port traffic. Please put this underground.

Soil Impacts, Community Facilities and Neighborhoods - The current options will be dividing up neighborhoods.

Transportation (traffic, freight, navigation, transit, non-motorized) - The traffic around Fauntleroy and the Junction are already a ball up.

Visual and Aesthetics- The current options do not make any sense! They are huge structures that will create shadows and darkness everywhere.

Please consider an underground tunnel option or two that heads south before or along 35th Ave SW and/or Fauntleroy.

Communication ID: 349952

Name: Robert Warner

Comment:

I am submitting a comment with regards to the proposed West Seattle junction light rail and the three options,"red, yellow and blue". As a West Seattle resident, I strongly oppose the "yellow" line option. It makes very little sense to design a light rail route through a current residential community, rather than stay on a commercial and mixed-zoned area along Fauntleroy. The Yellow line option will displace people, homes, families, and the residential communities within the route. This disturbance will not only be short term but have long term profound effects on the adjacent and surrounding residential homes and people.

I believe that it will lessen the property values of the adjacent homes, increase homelessness in the area, and increase crime. It is well documented that both homeless populations and drug dealing occurs at an extremely elevated rate near transit centers and along transit routes.

All of these impacts come in light of an alternative of keeping the route on a major road currently commercial and mixed-zoned street.

Strongly and respectfully submitted.

Bob Warner

Communication ID: 349955

Name: Amy Youngblood

Comment:

Add my name to the list of West Seattle residents clamoring for the tunnel alternative. When you - YOU - look back over your life, and the results from decision-makers taking the cheap or convenient choice instead of the best choice, chances are you'll remember a sad or shoddy system that just doesn't quite work right. But when they chose the best option, everyone forgot the difference in price and time and inconvenience because the system works for all. Thank you for putting my name in the TUNNEL OPTION column.

Communication ID: 349956

Name: Reuben Dunnington

Comment:

We need to use money wisely. That means not subsidizing 50-150 residents of single family homes in West Seattle so they can continue to stay comfortable, but using the money to build more accessible public transit. A tunnel means more money and more delays when we can use that funding to accelerate access for more areas of Seattle like Ballard and other parts of the north/south end. Don’t try to get more funding for a tunnel. Do what’s best for the most people and go with the elevated track.

Communication ID: 349957

Name: Jennifer Frankel-Reed, Jeff Redinger

Comment:

Dear Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board:

Thank you for the opportunity to comment on the West Seattle light rail extension options, and for the clear materials and proactive outreach to residents to engage with the light rail extension process. We are genuinely appreciative.

As West Seattle residents, **we believe that the tunnel option will achieve optimal outcomes for the area and the city as a whole **in terms of land use, economics over the long term, environmental justice, acquisitions and displacements, neighborhoods, transportation, visual and aesthetic effects, and noise.

A tunnel at Genesee Hill would:

Allow for more surface land use options around the Avalon and Junction neighborhoods, which would become fewer with above ground rail and station infrastructure;

Allow greater development opportunities and density around stations, improving quality of life and economic benefits;

Allow more opportunities for affordable housing, which are even greater now with proposed rezoning, and could help address the growing homeless and trailer populations;

Involve fewer property acquisitions, which can be painful and costly, and would negatively impact those families needing to relocate in a tight housing market (including ours);

Maintain - and improve - the character of the area, including the neighborhood feel, pedestrian culture, and treasured downtown, port, and Elliot Bay views;

Benefit existing neighborhoods in terms of improved access to transportation; and

Minimize aesthetic and noise impacts in the area.

All criteria associated with a tunnel are not positive, for example, up-front costs and construction time. But the benefits are many, and as they aggregate over the long term, we feel they are overwhelming. We strongly encourage the selection of the tunnel option for further development.

We also support a below-ground Avalon station. We believe Avalon Station would:

Benefit future development and density in the Avalon area;

Provide improved access to transportation for residents living closer to Avalon and 35th than to California Avenue,

Enable greater connections and transfers with existing bus routes; and

Reduce the potential for congestion at Alaska Junction station.

Sincerely,

Jenny Frankel-Reed and Jeff Redinger

3201 SW Genesee St

Communication ID: 349959

Name: Jeanette Brinster

Comment:

My comments are regarding the route from the Seattle Center to Elliot Avenue. I was alarmed to learn that W. Republican Street was an option for consideration. This is the least desirable option because it would impact numerous condominium homes and have environmental ramifications due to the trees on W. Republican that prevent landslides. Doing away with these trees would have serious ramifications. Mercer Place makes the most sense from the point of view of affecting the fewest residents. W. Harrison Street is a better option than W. Republican because there are no high rise condos on that street, only low level commercial and parking lots--there are no trees or other environmental issues. In terms of nuisance and environment the best route would not be W. Republican. Please let me know if you would like further explanation.

Communication ID: 349960

Name: Tom Morris

Comment:

Regarding the proposed rail design:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Thank you for this consideration,

Tom Morris

Communication ID: 349961

Name: Gina Bonifacino

Comment:

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban

Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

Gina Bonifacino

Communication ID: 349963

Name: Miriam Bassuk

Comment:

We are new residents and are chagrinned to learn that an above ground option is being considered for West Seattle. We moved here specifically for the sense of community, lack of urban noise, and a suburban feel to the village retail shops. All of that would be significantly disturbed with the above ground transit option. We are aware that Capital Hill , Beacon Hill and UW all have benefitted from the tunnel option. We would rather have NO light rail link to Seattle's downtown than to disrupt so many local residents who will lose their existing homes, and others in the surrounding neighborhood who will sacrifice their quality of life and property value.

Communication ID: 349966

Name: Matt Robins

Comment:

For the EIS, I think that all scenarios, including the "no action" scenario, should take into account carbon footprint and air pollution. This may be tough due to difficult assumptions about the future of gas engines (i.e. they might all convert to electric), but you could probably start by publishing total vehicle miles driven and make assumptions to bracket the footprint.

Another impact, which is difficult to measure, is social mobility, i.e. being able to commute to a decent job or class without having to pay for parking. Light rail should save time on average, and the X minutes per day gained (rather than sitting in traffic) should be measurable.

The sound (and propagation) of the system is something I'd like to see analyzed.

As for displacement, rental housing should be analyzed separately from owner-occupied housing. Renters are in a worse situation because they probably don't have a pile of equity to draw on (albeit with likely mitigation). Owners will get a large payout relative to renters, and may be able to upgrade their living situation given a large enough shopping window. Care should be taken to quantify impacts to fixed-income residents though, regardless of ownership status.

Communication ID: 349967

Name: Dana N

Comment:

It is very upsetting to me to know that some of my neighbors are in one of the "proposed" paths for the new WS link rail. How unfortunate to know that long time residents (and those new to our beautiful neighborhood) will be either displaced or have their property values reduced due to this impact. The entire WS skyline will be no more - an unfortunate "eye sore" for all. I am sure you have other options that are less impactful to our amazing community.

Communication ID: 349968

Name: Susan McLain

Comment:

I do not want an above street transit rail in West Seattle. It would destroy the neighborhood. An underground tunnel is more appropriate.

Communication ID: 349969

Name: Nathan Ferguson

Comment:

I live at the corner of 32nd Ave SW and Genesee (98126). I am excited about light rail coming to West Seattle, but it would be devastating to my neighborhood if houses along Genesee are taken and demolished to create elevated tracks. I appreciate that the tunnel option might take longer and/or be more expensive, but this is a major long-term investment and I'd rather we spend more money to get an option that works for everyone, as opposed to the cheapest option. Please take my neighborhood into account when finalizing this major life-changing decision.

Best regards,

Nathan Ferguson

4150 32nd Ave SW

Seattle, WA 98126

Communication ID: 349972

Name: Sadie Fine

Comment:

Please bring back the Purple Route (tunneling under Pigeon Ridge and tunneling into Alaska Junction)!

There are significant quality of life concerns with other propositions. We need to preserving urban landscape, and community surrounding Pathfinder school, minimize construction impact on transit to/from the school, neighborhoods, area businesses. The tunneling purple route light-rail project will improve the quality-of-life of the area.

Communication ID: 349973

Name: Benjamin Keller

Comment:

To whom it may concern-

Let me be as concise as possible so as to not obfuscate a single point. As a taxpayer, resident of the Ballard/Downtown/West-Seattle corridor, and frequent transit rider I am saddened and frustrated by the poor decisions of the Transit board.

A tunnel in West Seattle will benefit only a few wealthy land-owners. I am not here to subsidize their wealth with my transit dollars. I find it appalling that this is seen as a viable option. $700M for a tunnel that would not add a single extra rider. That property on the West Seattle hill needs to be incredibly valuable to justify that sort of expense.

A sharper turn on an elevated alignment in West Seattle is far preferable to a long curve and many properties being taken.

Why a tunnel to 20th Ave NW in Ballard isn't an option boggles my mind. A station at 14th Ave isn't even in Ballard. The port is a real challenge, but a better designed tunnel could drive significant ridership increases for minimal cost increases. We are investing for 100 years. 6 months of pain in central Ballard is a blink of an eye.

A cut and cover station at the ID station is the only relevant option. A deep-bore station with only elevators will never be used by me as a frequent rider. Everyone will avoid it which will be a real shame because the transfer potential of a shallow station is immense. Better transfer twice or take a less convenient transfer from a different station to a bus.

Thanks.

Communication ID: 349974

Name: Beth Jackson

Comment:

I wish to go on record with my comments about the proposed Sound Transit link light rail routes to West Seattle. It is imperative that whichever route (elevated or tunnel) is selected, it must have the least impact on the West Seattle Golf Course during construction and operation for the following reasons:

o The West Seattle Golf Course is an historic landmark.

o The golf course provides crucial environmentally sensitive green space in a densely populated Puget Sound region that is growing increasingly more dense each year.

o The golf course is the best public golf course in the city.

o The golf course serves as an important social and recreational community resource and hub.

o The golf course provides significant revenue to the city of Seattle.

I appreciate that the plan to cut through the heart of the golf course has been removed from consideration. This would have completely destroyed the course. If an elevated route along Genesee is selected, it would have less impact on the golf course and neighborhood.

Again, I urge you to select the route for West Seattle that has the least impact on the golf course during construction and operation.

Communication ID: 349975

Name: Susan Lantz-Dey

Comment:

While tunneling and a subterranean station at the Alaska Junction would require increased funding and time, it would be considerably less disruptive to established neighborhoods and minimize the need for eminent domain.

I prefer an underground station on 41st to provide greatest access to the shopping area along California Avenue and residents to the west, as well as the dense residential areas within walking distance to the north and east.

I also concur with the comments made by the West Seattle Transportation Coalition.

Thank you

Communication ID: 349976

Name: Lindsey Clibborn

Comment:

I am OPPOSED to a raised infrastructure along 14th Avenue NW for the following reasons:

Large infrastructure, required by either elevated option does not fit the scale of our neighborhood. Ballard has continually been deconstructed with thoughtless city planning and development. That needs to change NOW. The bridge height would be at least 130' above water and track height would be at least 45' above street level, blocking views and and annihilating the character of our neighborhood.

A large above-ground construction project would cause noise, disrupt business, and possibly result in the permanent closure of 14th Ave NW between NW 52nd and 58th Streets to vehicular traffic, and area that already struggles to

support the growing development of our neighborhoods. When single family lots are now being converted into multi family units, roads and infrastructure suffer.

No one seems to be mentioning the “Tail ends,” the tracks that allow trains to turn around, which would extend into residential areas north of Market St., ending between NW 57th/ 58th Streets (at 45’ height); this would significantly degrade the quality of life for residents in this area.

A future extension north to Crown Hill is necessary and the elevated tracks would then need to extend north through the residential area of 14th Ave between Market St. and 65th St, before entering a tunnel at 14th Ave. and 65th St, profoundly impacting the 14th Ave residential neighborhood. Why not think bigger picture and start with a tunnel now, rather than bouncing between above ground and tunnel options for future growth.

14th Ave is far from the center of Ballard’s population density, making it the least logical option of all those considered by Sound Transit so far.

Yes to mass transit, NO to any above ground option along 14th Ave.

I SUPPORT an underground tunnel along 15th Ave NW.

Communication ID: 349977

Name: Michelle Trulson

Comment:

Please consider the tunnel option.To displace so many people and to take out affordable housing does not seem right.

Communication ID: 349978

Name: Joseph Lang

Comment:

We have one shot to get this scale of transit correct. I strongly urge you to remove the Yellow Line from consideration and instead focus on the the Blue Line Proposal.

The Yellow line would leave a scare through the community an uproot over a hundred homes. It also sets up an orientation that will destroy other neighborhoods as the line is build to White Center.

A tunnel option MUST be considered even though additional funding will be required. From a land use perspective, a transit center between 41st and 44th and Alaska makes so much more sense than trying to build a station in the heart of "The Junction" where beloved business would be uprooted and space is already tight. There is so much more flexibility with this solution.

Please, please, this decision will resonate for years. A tunnel to West Seattle with a transit center at 41-44th and Alaska simply makes the most sense long term while preserving the Junction and eliminating to uproot hundreds of households. At minimum, please drop consideration of the Yellow line that routes through the heart of family neighborhood and will destroy lives.

Thanks for your consideration.

Joseph Lang

Communication ID: 349979

Name: Alex Jehle

Comment:

Hello,

I believe that making the link extension above ground in Ballard is a very large mistake. The area is growing rapidly and even if the track fits in well now in 5-10 years the area will be much taller and more congested. An above ground rail devalues all the surrounding areas and takes up valuable real estate. Additionally, with Ballard's current drug and homelessness problem, a tunnel station is a much safer alternative and avoids creating potential rent cities that overpass areas create.

Thanks for listening,

Alex Jehle

Communication ID: 349980

Name: Judith White

Comment:

Judith E, and J. Robert "Bob" White are totally opposed to rail being above ground in West Seattle, we already cannot park on our own street. We will be driven out of our home on 42nd street.

Communication ID: 349981

Name: Adam Pear

Comment:

We want this ASAP.

Communication ID: 349982

Name: Antoinette Palmer

Comment:

I would hate to see businesses in the delridge area, under the bridge lost. This area is already a food desert with minimal options for residents. Also people losing their homes.

Let's try to make as little impact as possible by bringing the tunnel option back on the table or reconfiguring the foot print of the elevated rail.

I also like the idea to put the station in the south end of west Seattle possibly off of Roxbury. Distributing the ease factor to all the south, west Seattle residents & burien, top hat and surrounding areas. Seems like the north end is always given top priority. Let's distribute the opportunities & advantages.

Communication ID: 349983

Name: Casey Borgen

Comment:

As a West Seattle resident, my primary concerns are: long-term planning for increased density and future expansions; integrating into existing urban fabric with eye towards preservation. Preference for station alignment, above or below grade, is north-south, between Fauntleroy and California, for future extensions and TOD potential. A tunnel is strongly preferred to maintain the walkable scale of the neighborhood surrounding the station; the width of a right of way to accommodate an elevated rail is alarming.

Communication ID: 349984

Name: Jeffrey Bassuk

Comment:

I have several concerns centering around the elevated light rail option:

The elevated light rail on its current proposed route would fundamentally change the character of West Seattle by turning quiet residential streets into an ugly and noisy railroad track environment. This would markedly depreciate all the surrounding property values.

Under the proposed route, a tunnel would not spoil the daily environment of the residents of West Seattle.

Even though it cost more money, it is well worth it to preserve the life style of the residents of West Seattle.

If a tunnel is not possible, then I suggest going down a major artery, like 35th Avenue, to go to points south.

Money could be saved by providing a bus terminal on 35th Avenue, skipping the light rail proposals at Alaska Junction.

Thank you for your consideration.

Communication ID: 349985

Name: Anonymous

Comment:

Entirely ignorant to build an elevated rail in a city that just tore down an elevated road. This is what happens when you let UNELECTED sound transit waste tax payer money. What is wrong with ELG? Have you really not gotten the message? Who's personal agenda are you representing? How can you justify building service to the internet troll minority, the privileged few who will actually use this to go a few miles? Once again, Seattle has no comprehensive strategy to provide expanded service. No one should strive and approve over development as a city planning goal. No one should be a representative that actively works to strip the character from the region, in favor of anywhere else. You can move there. It's so fantastic in NY, Chicago and every other metro that they are, moving here to manipulate Seattle tax dollars.

Public Service projects that includes the loss of businesses, homes, visual, noise, loss of sunshine, and space impacts can all be avoided by the use of a tunnel. It is worth the cost. This is a unique opportunity. It will only come around once. If Seattle can't find the money for a tunnel, don't build the light rail. We'll wait.

Stay out of the Alaska Junction

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority. Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Consolidate Avalon and Delridge Station

Lessen the impact to Alaska Junction and Delridge

Communication ID: 349986

Name: Peter A.

Comment:

If you must build light rail please select the tunnel option so that the West Seattle neighborhoods, built nearly 100 years ago, are not permanently destroyed by a hasty, expedient decision. Imagine the frustration of building a life in a neighborhood only to discover non-residents making decisions that may permanently destroy all that you worked to achieve for yourself and your children.

If you must have light rail running through my neighborhood then please put it underground.

Thanks.

Communication ID: 349987

Name: Janice Robinson

Comment:

I think any Sound Transit scheme in West Seattle is totally unnecessary. All the proposed projects will completely disrupt our beautiful neighborhoods. Boo on you City of Seattle, once again.

Communication ID: 349988

Name: Mark Macdonald

Comment:

I am opposed to an elevated transit and also where some of the proposed locations that would demolish existing housing and reduce property values. Effect small businesses negatively.

Communication ID: 349989

Name: Mark Macdonald

Comment:

I am opposed to an elevated transit in the proposed areas that would effect current housing as far as demolition and small businesses.

We would like to maintain the uniqueness and beauty of West Seattle.

Communication ID: 349990

Name: Galina Malevannaya

Comment:

Please do not change or impact the West Seattle golf course. It is a one of a kind public gem that helps support other parks and rec programs in Seattle.

Communication ID: 349991

Name: Eleanor Bartolomeo

Comment:

I think you should consider this option for the Ballard station:

https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

A station on 14th is way too far out from the center of density in Ballard, and it seems very short-sighted to rule out potentially viable / superior options this far in advance.

Communication ID: 349992

Name: Paul Thompson

Comment:

West Seattle golf course would be negativly impacted by some of your designs. I would hope that the design that least impacts the course would be chosen. Been paying and playing at the WS golf course for over 40 years and know 1000 of others love it too.

Communication ID: 349993

Name: Karen Januto

Comment:

I live in West seattle on 41st Ave SW. I understand that under consideration is an elevated train down our street that would eventually connect the West Seattle station to the Burien station. I am commenting to register my great distress with this option. I want you to know that the razing of homes on our street is not just razing of houses but the razing of a community. Just on our block alone we have an active block watch, a women's book club, an emergency preparedness committee. We have people who have lived in their homes for over 50 years. We have young families and vulnerable elderly. We have worked hard to establish a safe, supportive and comfortable community here and the idea of that being plowed under to put up a train track is heartbreaking.

We also have many old trees on our block that house small animals and birds. I personally have a huge 60 year old magnolia tree in my yard that is currently in blooming splendor. There are huge evergreens; pines and cedars. I worry about the great damage (environmentally and socially) that an elevated train would do. The cost is immeasurable really.

The loss of homes and community devastating.

For the area surrounding the proposed tracks there would be loss of property values and taxes for the homeowners and city for the years from time of decision, through all the years of construction and forever on. Also it goes without saying that there would be a severe loss in the peace and quiet that our little community is currently blessed to have tucked between the arterials of Fauntleroy, California and Alaska streets.

Running an elevated train track through West Seattle will damage not just my little block but blocks like mine, block after block after block. Hundreds of families lives and community disrupted.

For these reasons and many others I fully believe that a tunnel housing the light rail into and through West Seattle is the only way to build. We can have it all! We can have a train and preserve the precious community that is built here. We have a chance to do this the right way from the inception, so let's get to work and find a way to fund a tunnel! We owe it to our generation and the future generations of West Seattle!

Other neighborhoods in Seattle have been honored by using a tunnel to house the light rail coming into/through their neighborhoods. West Seattle deserves no less!

Communication ID: 349994

Name: Katie Boyd

Comment:

While I believe a light rail into West Seattle could be very beneficial, I do not believe this should come at the cost of destroying the quality of the neighborhood as we know it. There is a very specific character to WS which is already being threatened by over development and elimination of the older homes and locally owned businesses. I believe an elevated option would only further this problem by disrupting the community in a multitude of ways, not in the least by directly impacting the properties of many families and homeowners currently directly in the path of the proposed line. An elevated rail is also only going to create more noise pollution and promote the loss of WS's valuable small town feel by looming above It's residents. There is a reason we chose not to live downtown. West Seattle is a toned-down haven for folks who want the benefits of a big city without being stuck in the middle of it. A tunnel may cost more, but the preservation of this community is worth the time and money. Many other districts and cities have been given tunnel rail, so why is it WS should be any different? This is not a project you rush or pinch pennies on. If it is too expensive for Seattle to do a tunnel then we don't want it. We survive just fine with the excellent Metro system and have no need to compromise our quality of life for a bit more convenience. Listen to those who are going to be the most affected and consider what is going to improve West Seattle without making it unrecognizable to everyone who's lived here for years. If we are going to invest, then INVEST. Good investmenrs take time, thought, and money. This is not a time to be cheap.

Communication ID: 349995

Name: Kevin Callahan

Comment:

Tunnel vs above ground option for Sound Transit

West Seattle deserves a tunnel for Sound Transit just like the Capitol Hill, Beacon Hill and University District tunnels. West Seattle has handsomely funded every tunnel built in this City while patiently waiting for its share of the rapid transit benefit. An above ground option in West Seattle will:

remove existing homes in the middle of a housing crisis,

take blocks of developable, transit-oriented affordable housing off the table,

reduce/depress home values anywhere near the elevated light rail,

reduce property taxes along the immediate route of light rail (due to reduced home values),

increase noise near residences, and reduce the quality of life & environment for residents under, along or near the route, versus improving the area, which is supposed to be the goal and,

remove many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

West Seattle deserves a tunnel!

Communication ID: 349996

Name: Beverly (Betsy) Zuber

Comment:

This is a great time to be living in Seattle. I believe that the West Seattle Light rail line should be in a tunnel. If we can tunnel through Beacon Hill, through Capitol Hill and North, then West Seattle and parts farther south should also be tunneled. It does not make sense to consider 41st, 42nd or 44th as a rail line. These are all completely neighborhood residential streets. And the streets cannot possibly be wide enough, but if you tunnel the placement of the stations can be where the most people can access the mass transit. I have lived in Seattle for the last 35 years and of that time I have paid for Sound Transit so that other neighborhoods can have their tunnel option. Now it is West Seattle/Ballard's turn. Let's build this project right for generations to come, not just what is cheaper. Seattle is a collection of unique neighborhoods. Let's not ruin their character now. Sincerely, Beverly (Betsy) Zuber

Communication ID: 349997

Name: Ian Reid

Comment:

I am a huge supporter of light rail and I am also an avid golfer. I live in west seattle and utilize the golf course and it amenities throughout the year.

The course is truly the gem of the city courses and attracts tens of thousands people from all over king county. I am a firm believer of efficiently moving people in and out of west seattle but we must pick a route that minimizes the impact on this beautiful and historical course.

Communication ID: 349998

Name: Jane Taylor

Comment:

I had previously sent in a comment that I felt we needed light rail and I was willing to give up my home (at fair market value) to make it happen. And I still feel that way, fundamentally. But after meeting with the representatives from Sound Transit and my neighborhood, I would pose additional questions.

If we're being asked to give up our homes, how much consideration has been given to options to see whether that is necessary? While I understand that negotiations with the federal government would be necessary, I don't think that serious enough consideration was given to using some of the park land in the park at Delridge and Genesee. The City

owns that land, and if the tracks could be rerouted a bit farther south, then it would limit or possibly eliminate the need to run the tracks through the neighborhood.

Likewise, I believe the same thing about running the tracks on the south side of Genesee and over the golf course. The City has three municipal golf courses that are being underutilized and given the magnitude of need for the light rail project and for affordable housing, I would like to see one of them closed and utilized for those two purposes.

Finally, I understand that the cost of the tunnel route under the Duwamish that would come out at Genesee would be expensive. But compared to the financial and social costs of acquiring the property and tearing down housing that will not get replaced, I would that option should be looked at more seriously.

Thank you!

Jane Taylor

4222 26th Avenue SW

Seattle WA 98106

Communication ID: 349999

Name: Christine Cranston

Comment:

Please preserve the livability, beauty and affordable housing in West Seattle by choosing the tunnel option. We've lost so much already in the hyper growth of Seattle. Please do the right thing and install a tunnel underground. Thank you, Christine

Communication ID: 350000

Name: David Stone

Comment:

You must avoid Pigeon Point and you must displace the smallest number of people possible.

Yes, people want light rail but not at the expense of our neighborhoods. Especially not one with one of the best schools in the city.

Communication ID: 350001

Name: Maria Riojas

Comment:

Bring back the purple route. Preserve our neighborhoods and communities.

Communication ID: 350002

Name: Brandell Arce

Comment:

Please preserve the urban landscape, businesses and the many homes in our West Seattle neighborhood by providing a tunnel for the west Seattle lightrail line.

Communication ID: 350003

Name: Martha Hunting

Comment:

Dear planners,

I am writing in support of locating the Ballard light rail station at

20th and Market in the attractive, historic, pedestrian-friendly heart

of Ballard instead of at 14th or 15th which feels like a noisy,

car-centric, pedestrian desert. I like the idea of the station being

near Bergen Place, the library, the hospital, the movie theater and many

shops and restaurants. It is also much closer to the tourist attractions

the Nordic Museum and the Locks. Having had a career in architecture, I

have an eye for the built environment and have a feel for which elements

attract or repel pedestrians. Please choose the station location at 20th

and Market described in a recent Seattle Transit Blog post. I believe

many more people will use it and it will be an asset to our city.

thanks for your attention, Martha Hunting

Communication ID: 350004

Name: Kevin Cobb

Comment:

Please do not disturb the West Seattle Golf Course! Its isolation from the city and rest of west seattle is what makes it so special. Please find an alternate route!!

-Kevin Cobb

Communication ID: 350005

Name: Graydon Newman

Comment:

The EIS should focus evaluation of direct impacts to adjacent and significantly affected properties when considering impacts of elevated or tunnel alignment. These impacts would include loss of natural light, profound visual impact (as compared to general impact to views), and significant additional noise.

Evaluation of generalized impacts to neighborhood "character" should be minimized in decision-making. Neighborhoods are always changing, and this transit investment is an intentional and positive catalyst.

Impacts and project benefits should be evaluated using multiple land use scenarios (much higher density vs. moderately higher).

Communication ID: 350006

Name: Elizabeth Cunningham

Comment:

My husband, Michael O'Leary, and I feel a tunnel is the only acceptable option for this project. If we don't know yet how to fund it, let's take the time to figure it out. We have lived in our 108 yr-old house for over 20 years, and have made significant, lasting improvements to it and to the property it sits on. We own it outright. We are only the 5th or 6th owners ever. Our youngest child was born IN this house. We intend to live here until we die, and then leave the house to our three children. We have come to know our neighbors over the years; we are part of a strong community of folks who like each other, and look out for each other. It doesn't seem to make sense to be considering wiping out our homes--there is just too much good community built here, with seeds for it to continue into the next generations! With the current housing situation in Seattle being what it is, how do we justify taking AWAY housing of so many community members--people who are working and building lives/livlihoods/connections here-- just to build something to move people through? I don't mean I don't support a transit solution; but putting an elevated train right through this community would be regrettable. Not only for those of us who would be forced to abandon our homes, but for those for blocks away in either direction, who will forever have to LOOK at and HEAR an elevated train. Forever. WE NEED TO THINK THIS THROUGH. We need transit solutions, for sure. And we need to keep Seattle liveable--for those of us on 41st Ave., SW, quite literally.

Communication ID: 350007

Name: Jonathan Davidson

Comment:

As a resident of West Seattle for the past 20 years, I strongly oppose an above-ground option as I feel it would negatively impact the neighborhood atmosphere. I believe that we do need the Light Rail infrastructure, and I believe a tunnel option is the more responsible choice to preserve our beautiful city. Thank you

Communication ID: 350008

Name: Roger McMillen

Comment:

My first comment is that it is unreasonable to put forth a new option for the West Seattle light rail routing at the last minute and expect those most affected to respond in such a short time.

My second comment is that having a clear long range plan for the completed project put before the public is crucial to our understanding. For example, to place options on the routing that, long term, have large scale impact on our community without the full intent laid out is deceptive and disrespectful. For example, the alignments that have been put forth for the North-South orientation on 41st, 42nd, and 44th Ave SW have most likely been placed there with an intent of running further south to connect to Morgan Junction, White Cente, and Burien. For those people that may not be thinking about that longer term plan, it may seem like no impact (i.e., those people south of Hudson St).

My third comment is that running a spur line to the Junction and, perhaps, on down to the ferry dock, but leaving the main line heading south on Delridge makes much more sense from a housing/neighborhood displacement point of view. I suspect the that route is also more feasible from an Engineering standpoint with fewer terrain obstacles to be overcome. Please consider this as your primary plan. Have the main north-south corridor going down Delridge, with a spur line that runs to the West Seattle Junction and having that spur run underground and terminate near the main bus terminal area near 44th ave SW.

Communication ID: 350009

Name: Alesa Turner

Comment:

Please consider preserving the beautiful neighborhood community of East Ballard at 14th by not installing light rail through 14th. It is a special location where young families gather with their children to play at the new Gemenskamp park, many walk their dogs, as well as gather with neighbors and friends.

I understand and believe in the value of mass transit and ask that 15th be considered as the more viable option for the long term, especially if extending the line to Crown Hill is planned for future.

Kindly,

Lesa Turner

East Ballard resident

Communication ID: 350010

Name: Susan Miller

Comment:

I strongly urge the city, Sound Transit and all involved decision makers to reconsider the West Seattle tunnel option for the Alaska Junction. Many other Sound Transit routes are underground, why not West Seattle? I think the noise of an elevated option as well as the un-attractiveness, the displacement of homes and residents, and the effects of these huge concrete overhead railways

on the character and appeal of the Alaska Junction are important considerations.

I would prefer to continue using the far less unobtrusive bus system.

A tunnel could end at 41st and Alaska, with minimal displacement and disruption to our community.

Communication ID: 350011

Name: Rob Shiras

Comment:

Do not mess up West Seattle Golf Course. It is one of the most important landmarks to preserve in West Seattle.

Communication ID: 350012

Name: Ambrose Dieringer

Comment:

A tunnel is the best option for delivering light rail service to West Seattle and Alaska

Junction based on the available alternatives.The current “Yellow/Orange” Elevated Alternative will destroy many homes, including moderate income multi-family dwellings. It will be ugly, create tremendous noise pollution to the detriment of the local neighborhood, and create a barrier in the neighborhood. This project will forever transform West Seattle and the impacts should be studied and measured before moving forward.

Communication ID: 350013

Name: Joseph Boland

Comment:

A tunnel is the only option that will not scar the neighborhoods it passes through and should be preferred despite the difficult challenge posed by its added cost. This is a project whose effects will be felt for half a century or more; it should be designed and built with a long-term perspective. Elevated designs disrupt neighborhoods, increase noise, block light, are unpleasant to be around, and of course restrict and detract from other uses of the right-of-way and adjacent areas.

As a resident of West Seattle, I'd rather suffer a delay in completion or a shorter initial build than have an elevated line. And while it is not possible for West Seattle residents to pay the whole additional cost of a tunnel, I would back a bond measure to cover a portion of the cost if necessary.

Communication ID: 350014

Name: Richard Turner

Comment:

I'd like to express a strong preference for light rail in Ballard to run along 15th Ave, rather than 14th Ave. A 15th Ave solution makes the most sense as it puts the stop around other transit options and is the core transportation corridor for Ballard already. A 14th Ave solution would significantly disrupt neighborhoods, as well as the new Gemenskamp park which would be a big hit to the community. Additionally, I would definitely like to see a tunnel / underground station and tracks be the front runner for a solution. Having watched light rail go up in other areas - an elevated solution through Ballard would be very disruptive and not particularly attractive.

Communication ID: 350015

Name: Bob Nuber

Comment:

Very strongly believe tunnel is by far the best alternative. An elevated structure up to 5 stories high would be a disaster to the community. Imagine you (decision makers) having this go through your neighborhood. We need better transportation but not at expense of destroying neighborhoods. And don’t use any part of West Seattle golf course; it is a jewel, one of the top public courses in US and can’t be replaced. Over 50,000 people use it every year.

Communication ID: 350016

Name: Heidi Sargent

Comment:

An elevated light rail system in West Seattle is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

Removing 120 existing households in the Junction area alone, in the middle of a housing crisis,

Taking blocks of future developable, transit-oriented affordable housing off the table,

Reducing/depressing home values anywhere near the elevated light rail,

Reducing property taxes along the immediate route of light rail (due to reduced home values),

Destroying wildlife habitat,

Increasing noise near residences, and

Creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.

Furthermore, the orange line option in the Junction would create a terrible precedent for future Sound Transit development in other Seattle neighborhoods and beyond. By a establishing the terminus of this spur line as an elevated installation we would be setting the precedent for the lines extension south to White Center to also be elevated right through the core of several residential neighborhoods.

A north/south line at the Junction is an idea without merit. It would be devastating to extend elevated light rail through the heart of West Seattle,

I strongly oppose an elevated north/south line along 41st Ave SW or 42nd Ave SW.

Please take the north/south line that bisects the Junction neighborhood off the table.

Nowhere in the Sound Transit system has light rail been this disruptive and with negative impacts that will reach well beyond the boundaries of the blocks directly affected.

We MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. If a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. This is permanent infrastructure that will change the face of West Seattle for decades to come.

Sound Transit must align with city and county planning to ensure future north/south extensions are being conceived in a manner that makes sense, again, with broader planning efforts, while following an existing right-of-way, or funded tunnel option, rather than arbitrarily creating a dead-end structure that destroys the heart of a community.

Please do the intelligent thing for West Seattle, for the future of our community and our neighborhoods. Please do the right thing.

Please do not choose cost and calendar over community.

It is no longer enough to simply say you are in favor of a tunnel. It's time to begin to think creatively about how we can find a way to fund this option. It is not okay to put an entire neighborhood in limbo for lack of leadership.

I am part of a coalition of West Seattle neighbors that is active, vocal and growing. It is critical that we get this right. This is a generational decision for the city.

Please commit to our community of West Seattle to make this a reality.

Thanks for listening and for your support.

Communication ID: 350017

Name: Samuel Schuetz

Comment:

West Seattle tunnel option is the only way to preserve the character of the West Seattle community. Non tunnel option will demolish homes during a time of housing crisis hurting those who need housing the most. West Seattle is a densely popualted.

The noise from an elevated line would be damaging to the other surrounding homes. Reduced housing from an elevated rail will also hurt Seattle with lost tax revenues.

Build The Tunnel!! Dig Dig Dig!

Communication ID: 350018

Name: Jo-Li Sellin

Comment:

My husband and I own a condo which is on Avalon Way by Genesee with a beautiful view of downtown Seattle. We want to support the tunnel option under Avalon Way. This will not only preserve the views but also cut down on noise from the Light Rail.

Thank you for your understanding and support.

Communication ID: 350019

Name: Kristin Gallagher

Comment:

The options presented do not have enough detail about what will happen to displaced residents as a one time event or the ongoing significantly negative impact to those who remain in the impacted neighborhood. Without information, we are left to assume the worst for months to come. For some, that will become reality. Consider preserving the neighborhoods and terminating the rail closer to the east edge of West Seattle with better local bus service until potential demand is better assessed and determined.

Communication ID: 350020

Name: Jo-Li Sellin

Comment:

My husband and I won a condo on Avalon by Genesee with a beautiful view of downtown Seattle. We support the tunnel under Genesee.

This will preserve our view and reduce noise.

Thank you for your consideration.

Communication ID: 350021

Name: Scott Morgan

Comment:

Consider the north crossing over the Duwamish River and not the south crossing the would then be combined with elevated line to the junction for the following reasons:

-Less impact to the green space on the north and east sides of Pigeon Point (Section 4(f) considerations)

-Less impact to a known Great Blue Heron rookery

-North Pigeon Point is a steep slope where construction could impact the homes on the north end of Pigeon Point

-Significant stabilization efforts must be made to the north pigeon point area in order to build.

-Assume T-5 will not be impacted at all by construction or light rail since it's single elevated access route could be build over very easily.

-Assume support structures for the new bridge could be placed to avoid truck access to T-18 gate 1. This would be the area that could have the most impact by a northerly route, but most of the trucks are driving west as they wait to turn north after the security checkpoint for T-18.

Other considerations should include a more southerly route to tunnel under pigeon point at Genesse. This could then continue west to an elevated line to the junction.

Build it sooner!

Communication ID: 350022

Name: Alissa Moor

Comment:

Thank you for reaching out to the community and considering our input in the planning of the light rail to West Seattle. This is a momentous opportunity to shape the future of our corner of the city and community input is key to developing a plan that works for local businesses and residents with long term growth in mind. My family has lived in the East Junction neighborhood for almost 12 years. Our little neighborhood, while located near major arterials and the West Seattle Bridge, has the feel of a small-town community. Many families with young children (including us) call this neighborhood home. We are excited for the light rail to come to West Seattle. We appreciate the opportunity to express our input and hope the plan selected will take into consideration the long-term growth of the area. With that thought, we favor the Tunnel option into the West Seattle Junction.

Specifically:

I support advanced study of the tunnel alternative. If a tunnel is deemed infeasible, I also encourage Sound Transit to consider an elevated alignment that utilizes Fauntleroy and Alaska, rather than cutting into the single family neighborhood of Belvidere.

- Should an elevated alternative be selected, the Board should consider the loss of developable property with the yellow/orange alignment between 36th Avenue and 41st Avenue. With housing in high demand and in short supply, eliminating real estate that is prime for redevelopment once the light rail is complete seems short sighted.

- Should an elevated alternative be selected, the Board should consider a station location at Jefferson Square or just east of Jefferson Square (currently Bank of America Financial Center at 4001 SW Alaska St) which is prime for redevelopment.

I urge careful consideration of the following factors in determining location of West Seattle Stations:

- The Avalon Station location has an opportunity to integrate amenities within walking distance such as the YMCA West Seattle, Providence Mount St. Vincent, several childcare facilities, the West Seattle track, the West Seattle Golf Course, and Camp Long. Safety is presently a concern across Fauntleroy/35th Avenue; I look forward to a robust station area planning process to take on these existing conditions.

- Living approximately three blocks from the Avalon Station, I challenge Sound Transit to work with the Seattle DOT and King County Metro in designing a hub that will be the first entrance into West Seattle for many commuters (particularly coming from the West Seattle Bridge). This should include ped/bike features that enable safe travel, ample bike parking, transit layover with attention to bus services along 35th Ave. to the south, and design for drop-off and pick-up.

- Sound Transit should consider an alternative station location for the Alaska Junction

I urge Sound Transit to implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the City of Seattle Department of Transportation, Seattle Public Schools and local transit agencies.

- Please consider construction impacts in the single-family area of Belvidere/ East Junction – particularly with a large population of children.

- Consider detour options that spread the traffic – and please consider the impacts to increased traffic on Dakota. There's currently a public school bus pick-up on the corner of 35th and Dakota which is already challenging in the morning commute. Additionally, parking is allowed on both sides of the street, often requiring single car throughput which would be particularly difficult in a detour situation. Please work with Seattle Public Schools on bus routing.

- Work with the City of Seattle in developing zoned parking around the Avalon Station – both during operations and construction. When a contractor is ultimately hired, there should be a robust parking program so that construction workers are not using neighborhood streets to the extent possible.

- I overwhelmingly support Sound Transit and the City of Seattle entering into an agreement to determine the financial feasibility of a tunnel alternative. While I support a tunnel, the public should better understand the trade-offs, such as construction methodologies, sequencing and schedule.

Partnership with the City of Seattle to plan for and fund transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.

- The City recently approved a rezone of the properties south of Fauntleroy (Proposed LR2 decreased to RSL), in what appears to be a concerted planning effort with Sound Transit. Sound Transit should not only be working with the

City on potentially affected location, but should also be working with the City on those blocks within a 1-2 block radius of the alignment which are ideal locations for redevelopment

- Between the Avalon and Alaska Junction Station, consider ways to create a buffer between the traditionally single-family residences to the north and the incredible opportunity for TOD/increased housing density around the station and guideway.
- I respectfully request that Sound Transit consider ways to work with potentially impacted property owners as a preferred alternative advances.

Communication ID: 350023

Name: Camille Morgan

Comment:

Hello,

Thank you for this opportunity to provide feedback!

I have concerns with regards to the route options that include an elevated structure south of the West Seattle bridge. These route options would require stabilization efforts that would greatly impact the green space on the north end of Pigeon Point, and potentially a colony of herons that nests locally.

Please look again at the possibility of the purple line. It has the least impact on neighborhoods, green space, and the port of Seattle!

Let's do this right, as it will be serving our community and our city for a long time!

Thanks,

Camille

Communication ID: 350024

Name: Rachel Mishra

Comment:

I live in West Seattle, on 38th between Oregon and Genesee. I oppose the gold line and am advocating for Sound Transit to eliminate it immediately before it makes it into the EIS. Instead, please study the following:

1.) Tunnel options (this is certainly preferred, though I know the funding is in question)

- please re-examine the purple route that would protect neighborhoods by tunneling

under Pigeon Point and Alaska Junction

- if that purple line can't be brought back to the table then I would advocate for the tunnel turning along 42nd.

2.) Elevated options (not at all preferred but I know you have to include an elevated option in the EIS)

- go with the red line but consider ending it at a newly created transportation hub that takes over the block between Alaska and Edmonds/40th and 41st. There is currently only a Bank of America, a Jiffy Lube and an old apartment building with rental units in that space and it could be a perfect hub for bringing people to the light rail.

- regardless of what elevated line you look at, you need to consider the generational impact of tearing through communities with elevated lines for the sole purpose of orienting an above ground station north/south. The thought of building an additional rail many years from now that goes down 41st or 42nd and knocks out a huge residential area seems ill-advised and unreasonable.

- we just tore down an unsightly, massive concrete structure from our water front (the viaduct), why on earth would we want to lay the foundation now for creating massive new structures that will divide neighborhoods and change the West Seattle skyline forever.

Here are some additional concerns I'd like you to consider/address:

• You'd be demolishing existing housing in the middle of a housing crisis

• Reduced property values of homes adjacent to an elevated rail

• Reduced City of Seattle income from property taxes due to homes taken

by eminent domain and devaluation of those left.

• Blocks of developable land for transit-oriented housing will no longer be

available

• Increase in noise, vibrations, and potentially crime near the elevated rail.

• Negative impact to community views and character

• Impacts on neighborhood during construction

• Are two light rail stations within a 10-minute walk of each other

necessary?

Thank you for your time.

Best,

Rachel

Communication ID: 350025

Name: Prag Mishra

Comment:

I live in West Seattle, on 38th between Oregon and Genesee. I oppose the gold line and am advocating for Sound Transit to eliminate it immediately before it makes it into the EIS. Instead, please study the following:

1.) Tunnel options (this is certainly preferred, though I know the funding is in question)

- please re-examine the purple route that would protect neighborhoods by tunneling

under Pigeon Point and Alaska Junction

- if that purple line can't be brought back to the table then I would advocate for the tunnel turning along 42nd.

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- regardless of what elevated line you look at, you need to consider the generational impact of tearing through communities with elevated lines for the sole purpose of orienting an above ground station north/south. The thought of building an additional rail many years from now that goes down 41st or 42nd and knocks out a huge residential area seems ill-advised and unreasonable.

- we just tore down an unsightly, massive concrete structure from our water front (the viaduct), why on earth would we want to lay the foundation now for creating massive new structures that will divide neighborhoods and change the West Seattle skyline forever.

Here are some additional concerns I'd like you to consider/address:

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available

• Increase in noise, vibrations, and potentially crime near the elevated rail.

• Negative impact to community views and character

• Impacts on neighborhood during construction

• Are two light rail stations within a 10-minute walk of each other

necessary?

Thank you.

Pragyan

Communication ID: 350026
Name: Judy Nuber
Comment:

West Seattle has changed dramatically in the past few years as a result of upzoning. It is starting to lose its distinctive neighborhood feeling which is quite sad. Adding an above ground transit structure five stories high would be disastrous to our community. While we need improved transportation, much due to upzoning and significantly increased density, please don't do any more damage to a really neat part of Seattle. While tunneling would cost more this should be a long term solution that preserves existing neighborhoods with the costs being spread out over many many years. An elevated structure would do irreparable damage to West Seattle, It wouldn't be fair nor is it right for the city/decision makers to cram such a solution down on West Seattle residents. Make the right long term decision that will keep West Seattle an integral part and desirable place to live. Go for the tunnel solution!!

Communication ID: 350027

Name: Jenna Henley

Comment:

I live in the Pigeon Point neighborhood of West Seattle. Along with many of my neighbors, I prefer the purple line that would tunnel under Pigeon Point instead of the elevated lines that would tower over Delridge and destroy existing homes. The purple line should be considered further. The elevated lines will bring the problems of the Viaduct to the Youngstown neighborhood and have a negative impact on West Seattle for generations to come.

Communication ID: 350028

Name: Diane McQuiston

Comment:

Realizing this is a huge undertaking whether it's above ground or a tunnel, I strongly recommend the tunnel. Realizing there's much pressure from the Port of Seattle to disregard the tunnel option, I hope that somehow there will be a plan that will meet their needs and still be underground.

I am 74 years old and most likely won't be living too long with whatever is built, but I am thinking of all the people whose quality of life will be affected by this structure.

Communication ID: 350030

Name: Tauseef Kidwai

Comment:

I am absolutely against the tax payers funding moving of the light rail below ground. While I understand that there are noise concerns in addition to aesthetics, we need the light rail to be built with the money we have for it. Going underground will for sure cut the budget enough to curtail the project's reach.

Communication ID: 350031

Name: Christopher Burns

Comment:

An elevated structure terminating in a North/South orientation ensures widespread destruction of land that is currently part of a rich neighborhood ecosystem. Please evaluate the impact to wildlife (and humans) in terms of air and water quality, along with noise impacts.

Communication ID: 350032

Name: Zoran Brlecic

Comment:

I am writing to voice my strong support of the tunnel option for the Alaska Junction neighborhood as the only reasonable and rational alternative. The proposed elevated option would rip right through several residential blocks from Avalon/Fauntleroy to Alaska/41st and would have literally bulldozed and razed to the ground dozens of houses, leaving the remaining ones within a few feet of the elevated concrete structures. Please do not repeat the same mistake the architects of the Seattle Viaduct made 60 years ago by making an ugly eyesore undeserving of a great city. Seattle is one of the richest cities in one of the richest countries in the world. We should not be building brutalist concrete structures that destroy neighborhoods in all sorts of ways.

If there is no money, as some claim, for the tunnel, at least consider an elevated route through Avalon continuing on Fauntleroy with a station in the triangle opposite Trader Joe's. Anything is better than the yellow route that will divide the Junction into two halves, leaving an ugly, noisy monstrosity in its place, inviting illegal squatting, petty crime and drug dealing under it.

Communication ID: 350033

Name: Evan Nichols

Comment:

Please consider going forward with the ST3 Representative Project for West Seattle. This would put elevated tracks on Faunterloy Way and Alaska Street, and avoids the demolition of homes.

There is no need to build the Junction station pointing north/south. Light rail from the Junction to White Center would involve expensive tunneling and/or the demolition of numerous homes. Instead, ST should design Delridge Station in a way that accomodates a future extension down the Delridge corridor to points south.

Communication ID: 350034

Name: Lisa Riebe

Comment:

I am writing to express my enthusiasm for Sound Transit to service West Seattle with the Blue Line, which uses a tunnel versus elevated tracks. You have one chance to get this initial line right for the West Seattle community, and decimating hundreds of residences FOREVER is NOT THE ANSWER!! If you build elevated track in this highly residential community (especially down 41st, 42nd or 44th) you will lose the chance for higher density housing and businesses FOREVER. During the Environmental Impact Statement phase I would like you to study the following:

How much potential housing (affordable and market rate) would be lost due to an elevated track versus a tunnel?

How many businesses will go out of business due to the construction of elevated track, and the noise pollution and poor air quality of an elevated rail after it is constructed?

How would an elevated track affect traffic and available road space in West Seattle?

How much valuable green space would be lost due to an elevated track.

In general, there are other problems if an elevated track was built:

Removing 120 existing households in the Junction area alone, in the middle of a housing crisis, taking blocks of future developable, transit-oriented affordable housing off the table,

Reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values),

Increasing noise near residences, and

Creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential. It is hard to even imagine how horrible an elevated track would be in our awesome neighborhood! Aren't we in the process of taking DOWN the viaduct, an elevated roadway, due to it's instability and ugliness, in order to "open up" the Seattle waterfront? It's inconceivable that an elevated track cutting a swath across West Seattle would even be on the table!! It would cut the community in half and be an eyesore for generations to come. At least until we blow the monstrosity up--much like the Kingdome, and aforementioned Alaskan Way Viaduct.

Tunnel, Tunnel, TUNNEL!!

Sincerely,

Lisa Riebe

Communication ID: 350035

Name: Laura Bocchetti

Comment:

Bring back the Purple Route.

Concerns include:

preserving urban landscape, and community surrounding Pathfinder

minimizing construction impact on transit to/from the school, neighborhoods, area businesses

leveraging the light-rail project to improve the quality-of-life of the area surrounding Pathfinder (rather than blighting that area with the noise, decreased property values, and lost real-estate required by the currently proposed raised tracks.

Let's do the RIGHT and more SUSTAINABLE choice.

Communication ID: 350036

Name: Katy Vanderpool

Comment:

An elevated light rail system in West Seattle is a horrible choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by

removing a significant amount of existing households in the Junction area alone, taking blocks of future developable, transit-oriented affordable housing off the table,

reducing/depressing home values anywhere near the elevated light rail,

reducing property taxes along the immediate route of light rail (due to reduced home values). Our city has already experimented with elevated transportation corridors: both the viaduct and 5th Avenue under the monorail have shown us that this type of structure is not compatible with vibrant community... if you've ever walked under either you know they are dirty, noisy, and serve as a physical barrier to safe traffic flow, pedestrian traffic, and views. In fact, we are currently tearing down one of this corridors! Why would we build more?

If light rail is to come to West Seattle, and I believe there are arguments to rely on better bus service and water taxi service instead, the most viable options for our community, to maintain existing green spaces and maximize existing neighborhoods and housing, is to use some sort of tunnel alignment. It appears that money talks, and where communities are monied, as on Capital Hill and through Montlake, that a tunnel was very viable. The Roosevelt neighborhood also has a tunnel being built now. The optics are certainly that Sound Transit sees West Seattle as a less important, and less monied. If I am not mistaken, there is not where else where Sound Transit is proposing elevated lines that tear through existing established neighborhoods. Our neighborhoods matter. Our community is vibrant and proud. We want to invest in our future.

The concept being discussed of linking the currently discussed and being planned for West Seattle spur to a future White Center and Burien bound alignment is scary. The proposals that seem to be pushed by Sound Transit that put an elevated or above ground rail in to the single family neighborhoods near the Alaska Junction, would require the removal of upwards of 100-120 residential structures. And to go further south, any alignment would have to take out many more hundreds more. If a future alignment to White Center and Burien is to be considered, it should be down an existing arterial, like Delridge or 35th, serving underserved communities along the way, but leaving neighborhoods in tact.

The proposed Orange line option in the West Seattle Junction is not a viable solution. Rather than considering 5 story elevated tracks to navigate our geography, Sound Transit needs to apply the same benefits to West Seattle that other communities have received: a combination of surface on existing arterials and tunnel options to navigate our great city.

The other comment I want to make is with regard to the planning process itself. I do not understand the rush to an EIS on alternatives that have not adequately been studied. Sound Transit must align this planning effort with other planning

efforts and goals in the city, including future extensions to White Center/ Burien. The current schedule makes this process feel rushed, and with the rapid turn around, that while public comments are being collected, they are not really going to be considered. Please read all the comments from citizens impacted by this proposal. Consider carefully and send tunnel options forward.

Nowhere in the Sound Transit system has light rail been this disruptive and with negative impacts that will reach well beyond the boundaries of the blocks directly affected. It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. If a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. This is permanent infrastructure that will change the face of West Seattle for decades to come. It doesn't belong 5 stories in the air over Longfellow Creek, or soaring above the crest of West Seattle on 41st or 42nd Ave.

Please do the smart thing for West Seattle, for the future of our community and our neighborhoods. Please roll up your sleeves and do the right thing. Reconsider tunnel options, link them to bus hubs, create an actual integrated transit system, that respects the communities they service.

Please do not choose cost and calendar over community.

It is no longer enough to simply say you are in favor of a tunnel. It's time to begin to think creatively about how we can find a way to fund this option. It is not okay to put an entire neighborhood in limbo for lack of leadership.

I am part of a coalition of West Seattle neighbors that is active, vocal and growing. It is critical that we get this right. This is a generational decision for the city. We just removed an unsightly barrier. Let's not create another one.

Please commit to our community of West Seattle to make this a reality.

Thank you.

Communication ID: 350037

Name: Kathy Wilmering

Comment:

I strongly support a tunmel option for the West Seattle Junction. That corridor is too narrow to support an elevated track. The noise and structure will make the surrounding area much less livable. Also support a Pigeon Point tunnel. The initial expense will be worth the quality of life it saves for the people who live there.

Kathy Wilmering

6045-18th Ave SW

Seattle WA 98106-1411

Communication ID: 350038

Name: Mark Foltz

Comment:

From Ballard over Salmon Bay, I support the tunnel / 14th Ave NW alignment. I am certainly not one to validate everyone's complaints, but I don't see how you can build a bridge over Salmon Bay and not interfere with Fisherman's Terminal and other maritime uses. Also there is potential for some high rise TOD around 14th Ave NW with appropriate upzones, while Market and 15th is already close to built out. Ideally the station could be aligned back towards 15th to improve transfers to RapidRide D and future expansion to Crown Hill as an elevated line.

Continuing south, the BNSF alignment with a station at Galer St. is preferred to Smith Cove, as the station location will be within the walkshed of Expedia, the cruise terminal and the Seattle Armory, which has incredible potential for redevelopment.

Downtown, I support a station at Harrison/Republican for better access to the heart of upper Queen Anne, as well as the possibility of an entrance integrated with the Seattle Center Arena. This also has better bus and monorail transfer options. However the line should continue southward along 6th Ave for a station at 6th Ave/Spring for better integration with Madison BRT and to get riders a bit closer to First Hill.

For the International District station, I support any shallow station option, as ID will be a major transfer point among light rail, buses, Sounder and Amtrak, and we must design with generation after generation of future riders in mind. CID businesses and residents should be made whole of any construction impacts. Don't let Seattle try to foist a 4th Ave Viaduct rebuild on Sound Transit as a condition, as Seattle is incompetent at executing major infrastructure projects and it will add cost and delay.

I honestly don't care what you do in West Seattle as long as the station is aligned N-S for future expansion, meaning the representative alignment should be rejected. If West Seattle wants a tunnel for aesthetic reasons then make them pay for a tunnel. Not one dime of money outside of West Seattle should go for a tunnel. Similarly if the Port wants the Duwamish bridge in a specific place of their choosing make them pay for it.

If Seattle somehow finds $700M under the couch cushions, then it must not go to West Seattle beautification projects. Instead we should pay to tunnel light rail under South Seattle like they should have done originally, instead of the status quo which causes numerous delays throughout the system and regularly kills and maims South Seattle residents.

Mark Foltz

3635 Burke Ave N, 98103

spuddybuddy@ubertuber.org

Communication ID: 350039

Name: Sofiane Hassaine

Comment:

Hello,

My preference is for the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel alternative... This will cause minimal disruption to the character and current buildings in the Alaska Junction.

Communication ID: 350040

Name: Cydni Boyd

Comment:

I have concerns regarding each of these options for the West Seattle portion of the light rail. The elevated options are running through residential areas. The increased noise level will affect the neighborhood homes and small businesses. While increased insulation can help within homes and offices, it does not help mitigate noise for open spaces, back yards and open windows. The noise issue will be especially irritating if the light rail runs late at night (which I hope it would do to provide transportation for our community). This will come at a cost for those living and working anywhere close to the lines.

I'm also concerned about the height of these elevated options - it will significantly change the community feel with a 'high rise' level of 45 -54 feet, which is almost as high as the viaduct (60 feet). An elevated line in the Avalon and Junction area will create a disjointed feel to the community just as the viaduct has separated the waterfront from the rest of downtown Seattle. Additionally, the elevated option makes the elevated section along the Duwamish as high as the West Seattle bridge (140 feet). What safety precautions ensure that the light rail is not affected by the winds/gusts at that height? Can someone guarantee that it will not be a problem or potential liability?

Neither of the options running along the West Seattle bridge seem optimal. The north option infringes on the port, so that's not happening... whereas, the south option is problematic to fit between the bridge and the northern slope of Pigeon Point. What extra work will need to be done - or homes lost - for that option? I've heard of an option to go further south and tunnel through that area, but I doubt that option will be cost effective. Currently, I don't see good options for this portion of the route; I think the port will need to kick in some help to identify an option if they don't want to have the line run on the north side because it seems like the better option for the good of the community.

The tunnel options into the Junction also have issues, but not as much as the elevated options and I strongly prefer any option into the Junction area to be a tunnel to avoid the noise and the impact to the Junction neighborhoods. While I support future planning for extending the line south, I have to question whether that continuation should be from the Junction. Originally, I was all for it but that was before I became more educated regarding the topography considerations. It seems that the continuation south might be better from the Delridge station; if and when that occurs, there would need to be some evaluation regarding the number of trains going south versus to the Junction. Ridership would clearly help with that evaluation.

I'm disappointed with the placement of the Avalon station. If I understand correctly, it is right next to the end of the West Seattle freeway, so there would be a lot of pedestrian traffic with limited crosswalk availability at one of the busiest traffic areas in the whole of West Seattle. That is bound to be a source of problems.

I'm wondering why the Junction stop has to go to 41st/ 42nd / 44th and Alaska street - of course, I admit I wouldn't have questioned this earlier... but since looking over the scoping info, I've reconsidered. It seems to me that a major goal of the West Seattle portion of this project is to reduce the amount of traffic commuting into downtown where there is a bottleneck at the West Seattle bridge. The plan needs to have local buses stopping at the light rail station to encourage commuters. It doesn't make sense to have bus hubs and stops blocks away from the stations or have stations with limited accessibility.

Could one station be sufficient for the area, preferably as a tunneled option?

Is the land by Les Schwab at the corner of Fauntleroy and Alaska large enough to build a station? If the space needed has to be larger, would it be possible to consider the land across the street on Alaska where there is currently a gas station and have the bulk of the station underground? Could the bus hub at the Junction be moved to Fauntleroy but still have buses go through the Junction and travel on California? Fauntleroy is central for the buses going to the

Vashon ferry, the water taxi, the Junction, to Beacon hill and it is close to the 21 route that travels on 35th. Additional local bus routes could help with current areas currently not served. One less light rail station would help to offset the cost of tunneling, and it would be a shorter line, if only by a block or two. And locating the station at Fauntleroy places it between the Avalon station and the Junction.

Of course, I haven't considered the construction issues, but some of those issues are going to be the same as the current options, but one less station reduces some of the construction needed.

Finally, I am concerned about the sense of urgency to move forward on this project. This project needs careful planning, regardless of what timeline we wish it could be on. It is going to cost a lot of money so let's spend it wisely. I don't mind taking the time and spending the money for a project well done, but I really get frustrated at wasting money on poorly planned and executed projects. I think the timeline needs to be reevaluated and more work needs to be done to get the information out to the community (whatever has been done to inform the community has not appeared to have been very successful). Of course, my suggestions here are based on information I could glean from the website and what I learned at a recent JuNO meeting; I've tried to incorporate those concerns from the meeting with my own. But I realize my ideas might be problematic - but maybe they will spark an idea that will work!

Thank you for letting me share my thoughts.

Communication ID: 350041

Name: Edgar Riebe

Comment:

We welcome Sound Transit to West Seattle. Rail is critical for our city. Please tunnel into and through West Seattle and abandon ALL above ground options. Invest in the future of West Seattle that keeps us both vibrant and healthy. It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. Please take the orange line that bisects the Junction neighborhood off the table.

This is permanent infrastructure that will change the face of West Seattle for decades to come. An elevated light rail system in West Seattle is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

" Removing many existing house in the Junction area and block further growth in the middle of a housing crisis

" Taking blocks of future developable, transit-oriented affordable housing off the table

" Reducing/depressing home values anywhere near the elevated light rail

" Reducing property taxes along the immediate route of light rail (due to reduced home values),

" Rail noise through quite neighborhoods, near residences, and

" Creating a permanent eyesore and barrier across an established Seattle community

Please do not choose cost and calendar over community. It's time to begin to think creatively about how we can find a way to fund this option. Please do the smart thing for West Seattle, for the future of our community and our

neighborhoods. It is not okay to put an entire neighborhood in limbo for lack of leadership. Please roll up your sleeves and do the right thing.

If in the end a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. Don't plow through our neighborhoods in order to save dollar or a day. The systems you put in place are a long term investment.

I am part of a coalition of West Seattle neighbors that is active, vocal and growing. It is critical that we get this right. This is a generational decision for the city. We just removed an unsightly elevated transportation barrier. Let's not create another one.

Best regards,

Edgar Riebe

Communication ID: 350042

Name: Brandon Smith

Comment:

Scoping comments and questions are and will become harder for Sound Transit to receive and answer going forward. As ST projects go forward they will encounter more and more neighborhoods containing ESL, elderly, and other historically disadvantaged communities.

At 3% design build it is impossible for residents to make informed decisions/

questions.

I asked at the March Pathfinder meeting if there was an approximate width for rail

setbacks. I asked a follow up question for a margin of error on the colored lines

published online or if I could request a more detailed GIS map. I asked if it was 20 feet

or 100 feet. I was given no answer.

The tunnel through Pigeon Point and to Alaska Junction alternative makes the most sense. While being (possibly) expensive it will keep the neighborhoods and a global industry/port Sound Transit seeks to access functional during and after construction. Looking "100 years" in to the future the Port will want to expand as they are doing now with Terminal 5. Eventually the West Seattle Bridge will have to come down. Let's not build another structure along side it that we can't work around. A tunnel leaves the port on the hook for cutting in to neighborhoods and a irreplaceable green belt but also leaves more room for them to expand as they go in to the future. It is the benefit of all to keep terminal access, bus routes, bike routes, and water based shipping as unencumbered as possible now and in the future. Don't build a new "viaduct" through West Seattle.

The port will face significant delays for freight transport regardless of a North or South West Seattle bridge alignment. For them time is money when trucks or ships are waiting. Is it faster for them work with Sound Transit and go through their property which is flat with acres of land for construction and equipment staging? Or is it worth the time and money for them to endure years of delays due to residential and small business displacement, loss of parks land, and

engineering /environmental impacts? Pulling down acres of steep slope green belt and diverting countless acres of run off water flowing in to watersheds (Longfellow Creek/Duawamish River/ Elliot Bay) will bring in significant inquiries and provisions from local, state, federal, and tribal environmental stake holders. The Duawamish River is already a Superfund site.

These are just a few of my neighbors on 22nd AVE SW that are on the hook to be displaced are these even given the most conservative of alignments without a tunnel option. 4 multifamily residences containing 12 units and 3 single family houses zoned for multifamily. The single family homes are made of long time resident retired teachers, a current school teacher, another single family and our home. All these homes could be converted to multifamily increasing density while keeping with some aesthetic of the neighborhood. We have lived here 7 years and have 2 school age children, mom is a full time career working mother in the tech industry and there is me who has lived in and worked for the City of Seattle as a firefighter for 12 years.

We are a multiracial family coming from families of no generational wealth that have found a great community and neighborhood to help end cycles of income inequality and institutional racism. We urge Sound Transit to set a regional, and better yet national example going forward of how modernization of transportation impacts local communities.

Communication ID: 350043

Name: Steve Overman

Comment:

The elevated light rail option should not be a consideration for West Seattle & particularly along the routes being proposed as options. If the light rail we're being proposed through areas of West Seattle that are not dense residential or in areas of primarily industrial development, maybe an elevated line would make sense. That is not the case nor are there areas such as this anywhere near the Alaska Junction so a tunneled option is the only choice that should be under consideration. There would be far reaching negative impacts to the neighborhood with an elevated line including but certainly not limited to the following: removing large numbers of existing households, significantly reducing home values anywhere near the line which directly effects tax revenue for the city, increasing noise pollution in a currently quiet, peaceful neighborhood, reducing land for higher density housing which is critically needed in the current housing situation. In addition the unthinkable & permanent damage that would be done with the elevated rail would then require additional tax money be spent to tear it down & replace it in the future when the decision is made that it needs to be placed underground. We're currently witnessing the tear down of another very expensive project in our city that clearly was not thought thru very well since it lasted less than 50 years. If it is determined that a tunneled option is not possible for some reason in West Seattle, then the route needs to be completely reconsidered. The only options for surface or elevated lines should be on wide existing thoroughfares such as Fauntleroy or 35th and not taking the line all the way to The Alaska Junction would be the only option. This is a project that will serve generations so please do this the right way from the beginning and don't chose to implement something that is inadequate or inappropriate because the funding is not there. If it means delaying the project to do it correctly then so be it.

Communication ID: 350044

Name: Denise Lathrop

Comment:

April 2, 2019

Sound Transit

Community Outreach

wsblink@soundtransit.org

Subject: EIS Scoping Comments West Seattle and Ballard Link Extensions

Attn: Sound Transit:

I have been a West Seattle resident since 1991. My husband and I own our home along one of the identified alignments for the West Seattle Link extension. We have lived in our vibrant neighborhood for 23 years.

As Sound Transit embarks on the Environmental Impact Statement (EIS) and evaluation of alternatives, it is critical to identify potential future alignments to points south such as High Point, Westwood Village, White Center and Burien given that the station locations and orientations ultimately pre-determine the alignments for future system expansion.

I have particular concerns with the proposed surface alignments, along either 41st or 42nd Avenue SW between SW Edmonds and SW Morgan Street. The elevated alignments would result in significant environmental impacts for a system that would ultimately dead-end or have to back track east to a more direct route south.

Below are my scoping comments by topic for consideration in the SEPA/NEPA EIS:

Acquisitions, Displacements and Relocations:

a. Once the station locations and alignments are determined, the current property values in these areas will be diminished. I have concerns that Sound Transit/King County will further devalue properties in order to reduce acquisition costs. No only will this financially impact residents who may be displaced, it will limit their ability to relocate to similar housing and neighborhoods in Seattle. How will this be mitigated?

b. Acquisitions for the guideway along 41st or 42nd Avenue SW will likely cost in excess of $62 million (e.g., 100 homes @ a median home price of $625K). This seems excessive versus routing along Fauntleroy Way SW, 35th Avenue SW or Delridge Way SW all of which could more readily accommodate the system versus the narrow residential streets. How is this consistent with how Sound Transit has sited facilities elsewhere?

c. What efforts will Sound Transit make to relocate displaced residents in their existing neighborhood?

2. Historic and Archaeological Resources: The proposed surface alignments down 41st or 42nd Avenue SW would bisect a long-established neighborhood and displace hundreds of well-maintained homes and the people who live there. The majority of these homes were built between 1900-1930, with infill development of larger lots during the following decades. These beautiful homes have stood the test of time and contribute to a rich historic character and strong neighborhood cohesion.

3. Land Use, Housing and Neighborhood:

a. The land use analysis should indicate how much land would be required for constructing the station area and guideway as well as the intended disposition of properties once the system is constructed.

b. The analysis of station locations should account for this potential system expansion south to Burien sometime in the future. For example, bringing a station into the West Seattle Junction makes sense from a ridership perspective, but does not make sense when expanding to points south. Maintaining a more direct route south would be the most cost effective (i.e., maintain the Avalon Station with the alignment continuing down 35th Avenue SW with possible stops at High Point, Westwood Village, White Center and eventually diverting to Ambaum Way SW to Burien. Similarly, Delridge Way SW would be another more direct option but would not capture the ridership from the Junction or High

Point Neighborhoods. To offset this, buses could be rerouted to function as local circulators that provide frequent services to the light rail stations at Avalon or Delridge.

c. The proposed elevated surface alignments down 41st or 42nd Avenue SW would bisect a long-established neighborhood. Hundreds of well-maintained homes would be removed and the people who live there displaced. This in turn will fragment what is now a well-established neighborhood leaving marginal areas that will be left to languish or redevelop as high density residential. The tunnel option would mitigate these impacts and preserve the neighborhood.

d. Has Sound Transit followed both the City of Seattle and Sound Transit's processes and criteria for siting essential public facilities? If so, please document in the EIS and describe how this was consistent with the siting of other Sound Transit stations and alignments.

4. Economics:

a. Two stations within ¼ - ½ mile of the other are not warranted. Removing one of these stations would result in significant cost savings. Note that Sound Transit uses a much greater spacing in other areas (e.g., spacing between Angle Lake and future Highline College station is ~ 3 miles).

b. The economic impact to residents that will be displaced should be evaluated. How will people be fairly compensated?

5. Ecosystems: Potential impacts to the Duwamish Waterway and Longfellow Creek should be avoided where possible.

6. Environmental Justice: Potential impacts to low income, senior and underserved populations should be evaluated and appropriate mitigation for impacts identified.

7. Noise and Vibration: The EIS should evaluate potential noise and vibration impacts from both construction and operation of the system.

8. Public Services, Safety and Security: How will Sound Transit integrate Crime Prevention through Environmental Design (CPTED) principles in the design of the light rail stations?

9. Transportation (traffic, freight, navigation, transit, non-motorized):

a. How will Sound Transit coordinate with the City of Seattle and Metro to ensure adequate access to station areas and supplemental bus service?

b. Pedestrian improvements need to be incorporated into the design of the station area. Community input will be important.

10. Visual and Aesthetics: An elevated system into West Seattle and along 41st or 42nd Avenue SW would significantly impact the visual environment and character of the surrounding neighborhoods. These areas enjoy views of downtown Seattle, the Cascade Mountains and the Delridge neighborhood to the east and the Puget Sound and Olympic Mountains to the west. The large columns of the elevated guideway will tower over or skirt many homes that would remain along the alignment.

Please add my name to the distribution list for the Draft EIS. Thank you.

Sincerely,

Denise E. Lathrop, AICP

5011 41st Avenue SW

Seattle, WA 98136-1203

delathrop@comcast.net

Communication ID: 350045

Name: Katy Vanderpool

Comment:

When ST3 was on the ballot in 2016, the active outreach was all about a tunnel in West Seattle. They went so far as spray painting something like 'future transit tunnel entrance' on the sidewalks we walked across every day.

ST3 is a bait and switch.

Solving out transit problems would be lovely by tunnel. I think the people of West Seattle wouldn't care too much about the price tag, because it would maintain the character of West Seattle allowing us to keep our small town feel. But I think if you went back to the ballot and offered the citizenry of West Seattle a choice between elevated rail 5 stories high plowing over existing neighborhoods, you'd find that people would be happier for you to focus on improved bus service. We need transit solutions now! Our busses are overpacked, and the new Wa-99 tunnel has really screwed up commute possibilities.

You lured voters in with the promise and vision of a tunnel and our community maturing in a way that fits us, and now you forcing elevated concrete structures that will cut through more affordable neighborhoods, ending with these flying structures built north-south across the top of West Seattle? killing views for everyone? This is crazy.

If you won't commit to a tunnel option, and the project won't go back to ballot, put transit on the ground on existing arterials. If it must be raised, again, keep it as low as possible on existing arterials. And then create bus routes that loop to stations. Everyone doesn't need rail at their door. Send it to hub locations: Fauntleroy and Alaska, where it connects with bus lines. And improve those.

Communication ID: 350046

Name: Marke Greene

Comment:

It is my understanding that some of the rail plans could be impacting the West Seattle Golf Course. This historic recreational facility is a gem of our city that should continue into the future to fully be enjoyed at the levels of our citizens that we have seen for years. NO adverse impact should be considered as part of the transportation planning to West Seattle. Thank you for considering my concerns.

Communication ID: 350047

Name: Brad Boswell

Comment:

Just a note 14th ave looks like the best way, it is wide, less pepole put out, safeway to the polyclinic will soon be there.

Communication ID: 350048

Name: Melissa Serdy-Velez

Comment:

Please bring back the Purple Route (tunneling under Pigeon Ridge and tunneling into Alaska Junction) for Environmental Impact Study.

Communication ID: 350049

Name: Lari Garrison

Comment:

I suggest we bring back the option of the purple line, as the other options to not meet our needs. West Seattle can't afford to lose more housing. West Seattle needs a tunnel. It's important for our neighborhood, and also my kid's school (Pathfinder) and its neighborhood. TUNNEL!!

Communication ID: 350050

Name: Leah Jacobs

Comment:

As a 17 west Seattle resident, I am a huge supporter of mass transit. I commute downtown everyday. I want light rail, but don’t want to lose my home or the value I’ve grown in it. I live on 42nd ave sw.

My family is very worried. I implore you to pls come up with another option that doesn’t impact so many residents directly.

Communication ID: 350051

Name: David Hampson

Comment:

West Seattle Golf is my favorite course in Seattle, which I make a point to play when visiting from out of town. Its loss will definitely affect tourism.

Communication ID: 350052

Name: Patrick DiStefano

Comment:

To whom it may concern,

In reviewing recent decisions on routing of the West Seattle light rail line, it appears that the more direct surface routes up Fauntleroy are being abandoned in favor of an extremely elevated route up Delridge and Genesee, ultimately impacting a significant portion of Seattle Parks property along Genesee, and resulting in a visual blight on the neighboring community.

I want to strongly discourage any routes that impact Parks property limits, as this park land provides valuable open space to the public tax base, and in the case of West Seattle Golf Course, significant revenue back to the Parks General Fund. One can quickly assess the revenue impact that burdened Jefferson Park after what many would consider minor changes to the golf course routing resulted in extremely reduced play and resulting revenue. This all followed closely on the heals of a significantly over-budget clubhouse project, and is now resulting in a multi-million dollar re-routing of the golf course to create a venue worthy of it's previous visitation numbers.

Mass transit, including Light Rail, should be a means to ultimately replace single occupant vehicles, and should therefore replace SOV lanes and minimize impacts on private property and public park land and open space.

I encourage the Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board to continue studying routes that will not affect valuable public park lands, and maintain light rail routes within the public rights of way instead.

Thank you for the opportunity to share this feedback and input.

Sincerely,

Patrick DiStefano

West Seattle Resident

Communication ID: 350053

Name: Sean Campbell

Comment:

To whom it may concern,

We purchased our first home on the top of pigeon point almost 3 years ago. We fell in love with the great neighborhood, and found the serene beauty of the green belt, and proximity to everything unparalleled. Although I believe the West Seattle light rail could be beneficial, I also believe it needs to be done right. Having an elevated line run on the northeast side of pigeon point could devastatingly impact that serenity I mentioned prior. As many have stated, there is a natural rookery for cranes right outside of our living room window who we love to welcome back every year. With two young boys, it's a fantastic way for them to experience nature in its truest form. I just want to make sure that we preserve pigeon point so it remains a true gem of West Seattle! The people of this neighborhood are truly great, and we feel fortunate to be a part of a growing, thriving West Seattle staple. I just hope as the process moves

forward we strongly regard the opinions of the fabric of this community, as we will be the ones raising children and living with these decisions daily for decades! Thank you for your time!

Sincerely

The Campbell family

Communication ID: 350054

Name: Anonymous

Comment:

Comments for the West Seattle segment:

The elevated options seem harmful to the community, aesthetic and character of the West Seattle neighborhood. In addition, the property impacts seem extremely high in an era when residential property in Seattle is so scarce and valuable. Together, these seem like pretty substantial impacts that should be equally weighted to impacts of higher costs w/ tunnel options.

Support for studying more in-street options in West Seattle, and possibly finding the street right-of-way by making some of the major arterials in/around the Junction one-ways. If the whole point of light rail is to help get people out of cars, it seems like we can absorb traffic impacts of making a few streets one-ways.

Any West Seattle option needs to be coupled with either better bus service to the other neighborhoods of West Seattle (Alki, North Admiral, Fauntleroy, etc.) or a parking structure possibly on top of or underneath the new light rail station. Buses to help you get around the different neighborhoods of West Seattle don't seem to exist - they're either too infrequent to be useful or don't really extend into these neighborhoods. If they do, they're just commuter buses which won't help people stay on transit and use the light rail station on evenings or weekends. Bus service should be restructured to at least run as frequent as the light rail trips. If not, you really need some sort of parking structure so that the people who don't live near the Junction can use light rail too. Look forward to hearing how these and other comments will inform future decision-making. Thank you.

Communication ID: 350061

Name: Ryan Comazzetto

Comment:

The current route through West Seattle is unacceptable. Although a tunnel would be preferred, I understand it is not in the budget and demands for one would result in delays and possibly cancellation of the entire extension to West Seattle - that is not acceptable either.

What West Seattle voters approved is an elevated structure to run on arterial streets. We did not vote for our neighbors to be removed from their houses via eminent domain.

Move the elevated structure back on to the arterial as proposed. Keep the project on schedule and on budget. And let our neighbors keep their houses.

Communication ID: 350062

Name: Cathy Munson

Comment:

I live in Ballard so my comments are particular to Ballard route. Through the east edge of the rail yard in Interbay seems best to me. Against an opening bridge across the ship canal; tunnel preferred, high bridge as a second. Avoid Elliot Ave/15th Ave NE path because of disruption to existing traffic North/South; I prefer 14th Ave NW in Ballard given the right-of-way that already exists. Prefer underground station in Ballard.

Communication ID: 350068

Name: Forrest Schofield

Comment:

Hello, All,

I ride the light rail every day to and fine work, and also use it, Metro bus routes, & Amtrak whenever possible to travel in Seattle and the region.

I also play golf, mostly at the municipal West Seattle Golf Course. From a sports standpoint, it is one of the best courses in the area, provides a real community location in W Seattle, and has a fine staff of people, in all areas of its operation, who are friendly, helpful, supportive & welcoming.

I recently became aware of some proposed routes for light rail extension into W Seattle. Although I have not been able to determine how the different proposals would each affect the golf course, I feel it is important that West Seattle Golf Course is kept in its current condition and situation.

Even though not all people play golf, or engage in track & field event (the field next to the course), or perhaps even think sporting areas are important to a community, the course and the field are perfect examples of what makes a community a community. Details of the ways in which a disturbance of the course itself would be greatly negative are difficult, perhaps impossible, to make clear to people who don't play golf. However, the positive social aspects are clear, and one 'statistic' may be the simplest way to express a message or opinion -

30,000 rounds per year are played there, providing revenue for all Seattle Parks Department programs.

thank you,

Sincerely, Forrest

Communication ID: 350069

Name: Liz Wilhelm

Comment:

Tunnel only option.

An elevated line will displace many single family homes, the American Dream. The neighborhoods incorporating 41st and 42nd Ave. SW are long established homes and residents. Let's use a tunnel for light rail and maintain the health of these neighborhoods. Research by the UW School of Social Work showesthat Displacement causes homelessness and houselessness and raises the risk factors for youth substance abuse, youth violence, school drop out, and youth mental illlness of depression and suicide. Tunnel option is least displacing option.

Communication ID: 350072

Name: Krystal Miller

Comment:

Addition to earlier comments. If we can align future southbound routes via 35th Ave SW or SW Delridge, I'd strongly prefer to see the route alignment use Fauntleroy Way SW/SW Alaska as the alignment through the Avalon/Junction parts of West Seattle. I really hope you will consider future southbound alignment from Avalon or Delridge Stations, rather than Alaska Junction, to serve these communities and connect with Burien, while keeping the terminus of the current rail line at the Junction in an E/W alignment, hopefully disrupting fewer structures, tunnel or elevated.

Communication ID: 350073

Name: Erin Ward

Comment:

I agree that the preferred orientation of the West Seattle station is north-south, which would allow for future extension to the south. Alternately, a spur could be extended down Delridge Way SW, which seems ideally designed for an elevated installation.

I heartily disagree with the West Seattle Elevated option, which plows through an established neighborhood. Why not align with Fauntleroy Way SW? That's near enough to the Junction to be accessible, and is already a more heavily traveled corridor.

Obviously my preferred option is a tunnel, as it limits disruption and demolition of the neighborhood.

I've signed on to further comments from the East Alaska Junction Neighborhood Coalition.

Communication ID: 350074

Name: Brenda Lee

Comment:

I am a concerned parent of children attending Pathfinder K-8 in the Pigeon Point neighborhood of West Seattle. I also spend a lot of time in many parts of West Seattle for shopping, soccer practice and other activities. I am worried about the scale and scope of light rail carving through neighborhoods like Pigeon Point. I have heard that there is another method to put the train in a tunnel at some points along the line. I realize this is a more expensive option but if you look at it from a more long term and wider perspective, it really does make sense to preserve the established community in West Seattle while still bringing much needed transit options to this area. Please consider the neighbors and people being affected by disruption of their lives and their homes. I live in South Park but I care about the people whose lives will be the most affected. That is why I am reaching out and commenting on this subject. Thank you for listening.

Communication ID: 350075

Name: Karin Hoggard

Comment:

Why is the route south not considering 35th, Fauntleroy or Delridge???? There is already so much noise down those streets - keeping the train on those already loud streets, will make less of an environmental impact and increase social cohesion and connection. To me it makes NO sense why the train route south is being considered on quiet residential streets!! Both 41st and 42nd are quiet tree lined quiet residential streets. 44th is much less quiet residential, but all three options are nice streets to walk down. Putting a train on any of those 3 streets expands and greatly increases the NOISE and STRESS level in the city. People live together in much more peace when the noise level is lower. If you want to create more tension and animosity in the community, your current proposals will succeed in increasing stress and social tension. If you want to decrease stress, tension and build better communities, put the train in an area where there is already a lot of noise. Keep it consolidated. Don't spread it out. Thank you!!

Communication ID: 350343

Name: Anonymous

Comment:

No confidence anyone in Seattle is reading these comments.

Avalon Station should be removed, over building is a waste of money and unnecessary. Doesn't strike me as a very good location at all for a train station. The property is pushed into quite a strange little corner. The whole block around that area is pretty uncomfortable to walk around. The Avalon and 35th intersection completely sucks to cross and being pushed up against the WS bridge real bad there would be like one way into the station and the station would be noisy as hell if it were above grounds. Unless the city gave that area a gigantic facelift, it would be a horribly uncomfortable

place to get off of a train. You'd also be far from everything except a gas station. So it sucks for businesses too. Lots of people on foot would also slow down traffic as well. Some guy was also seriously injured by a car there not too long ago, so it's obviously not safe either. There are far better places for a rail station.

Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

Reduce number of stations, stay out of Alaska junction or don't bother with rail in West Seattle.

Communication ID: 350379

Name: Pearl DuBry

Comment:

I feel sound transit has no idea what they are doing - to even consider a elevated line in West Seattle shows how out of touch they are with reality - especially on a residential street this concept needs to be put back on the drawing board.

Communication ID: 350518

Name: Gloria Webster

Comment:

120 families displaced! Where do they go when they are forced to sell. Some of my neighbors have lived in their homes in West Seattle for over 40 years. Many over 20 years. Very few homes are available to purchase in West Seattle at any given time. These displaced families will be forced to leave the neighborhood they have known for many years. The logical conclusion instead of above ground access would be a tunnel. In major cities around this wonderful country in-ground systems have been used in cities for many years. They are used by millions and are hidden and quiet. When the above ground systems are in place they look wonderful when newly installed. Over a few years they begin to decline and become quite ugly in appearance. This is a fact when you visit these cities. The above ground transportation systems never look good after a few years.

West Seattle is a small community. Constructing a major transportation facility above ground is a major mistake. Displacing over a hundred families who have made West Seattle their homes for years is creating a hardship that many may never overcome. They would be forced to leave the only community they have known.

Please consider a tunnel. It is the only decision that makes sense.

Thank you, Gloria E. Webster

Communication ID: 350519

Name: Marcus Gillette

Comment:

Regarding the Ballard alignment, I believe the two options presented here are both less than ideal. 14th avenue is too far away from the density, both in terms of residential and businesses which would attract ridership. Both options are East of 15th which places a barrier for folks to head West where they are really likely to be headed. Another key concern is the addition of an opening bridge. This is a 80-100 year decision, we shouldn't skimp on the solution today which will affect generations ahead. A bridge opening will wreak havoc on the light rail reliability and worse if the bridge ever gets stuck.

Instead, I am advocating for a third alternative proposed on the Seattle Transit Blog. There, the author lays out a compelling argument for a shorter tunnel under Salmon Bay, and a station at 20th Ave NW and NW Market St. This is exactly the right place for a station in Ballard. A tunnel may not always be the right trade-off, but this one will go through a corridor with some of highest potential ridership for the entire system. It is a no-brainer that for the cost, this option will move the most people and will better serve the Ballard community.

Communication ID: 350522

Name: Joyce Schulte

Comment:

West Seattle does not need an elevated track running through the middle of the housing surrounding the Alaska Junction. It will destroy the neighborhood concept in this area. Elevated tracks are noisy, unsightly, and provided great areas for crime to happen, this would end the walkability of this area. This area needs a tunnel, Beacon Hill, Capital Hill, U-District, and Roosevelt all ended up as tunneled stations , I would urge Sound Transit to do the same in West Seattle. The concerns are the same, the need for more housing

(that would result from having usable land for housing left over the tunnel), the need for a lack of noise and unsightly elevate tracks, the need to preserve the desired walkability of the neighborhoods are the same and the result should be the same. A tunnel.

Sound transit is in a hurry to do this fast and do it cheap, then they turn around and say they care about the neighborhood, and talk about lasting impacts. Then they should do it right, start looking for those alternative funding sources, you know when every project has cost overuns, turns out to be more expensive, etc, somehow when it needs to be done right we find the money. We can and should find the money to tunnel here in West Seattle. Look at the First Avenue Street Car debacle, really, the city can waste all that money, regroup after costly errors, and seriously consider moving forward with that project, and then turn around and say a tunnelled option is too expensive. If the city can figure out how to afford that,then they can figure out how to be a funding source for Sound Transit to tunnel in West Seattle. I pay property taxes in Seattle and have for over 30 years, you find plenty of ways to waste my money, so this time let's find the money to do this correctly. That means a tunnel, and don't say you cannot do it, because you already did it all over other parts of Seattle.

As to speed of this project, if you need to slow down to solve complicated engineering problems then do it. We are currently projected for this part of the line to be finished 5 years before Ballard, so really we do not need to hurry to have a line that will take us only to Sodo. If it adds to the timeline to do it correctly and have a tunnel then you should add to the timeline, every meeting I have gone to for this project talks about the aggressive timeline, well stop it and don't give us an ugly, noisy, land wasting elevated line, just because you wanted to look good on paper and prove you could make your unrealistic time line. This will be here forever, get it right, that means a tunnel. There is a reason other neighborhoods have started out with an elevated proposal and ended up with a tunnel. Because it can be done, the money can be found, and it has been found because a tunnel was the correct thing to do for all concerned.

Environmental impact should study, how much potential housing would be lost due to an elevated track, what impacts there would be on noise and air quality in the neighborhood during construction and and with the end result, and how would this elevated route effect traffic and road space in West Seattle (cause not everyone will be able to take light rail) during construction and after. What are the costs going to be to pay everyone for their houses and businesses that this elevated line would take out, vs the less land grab needed for a tunnel.

I do not support the new Orange Line in any way, it was sprung on us by the ELG, because they want to keep their ELECTED jobs, and therfore it is all about the money and the timeline so they look good. yes the line should end north to south for southern expansion but that doesn't mean it has to be elevated to do that. They tasked sound transit to give them a line that would meet their need for $$ and timeline in a ridiculously short period of time, one that has not allowed Sound Transit to fully study this and an elevated route is the simplest, easiest, cheapest, and quickest thing they could come up with. Shame on the ELG, I voted for some of you and may not do so again. I expected better from some of you.

I support a tunnel for the West Seattle Junction , and that is currently the Blue Line. At the very least, both the tunnel and elevated should be throughly evaluated in the EIS.

Thanks you for the opportunity to comment. I only wish I really thought you cared.

Communication ID: 350523

Name: Kathleen McNamara

Comment:

West Seattle needs a tunnel.

The current elevated route that runs along 41st Ave SW is unacceptable. This is not the plan that was voted on. I do not support any elevated option to the West Seattle Junction, but the “yellow line” in particular, does not work for this community. Given a choice I would support the “red line” that voters originally approved. Of course, a tunnel is by far the best option. Cities have learned the lessons of carving neighborhoods in two with train platforms. I have lived in places with elevated lines running in backyards. You know what happens? Decline.

The people who live here are hard-working, productive members of this city and deserve to have their community preserved. The economic cost to people who live in the right of way is far too great. In the event of an illness, a job transfer, any financial hardship, people will be unable to recoup their investment and maintain their financial freedom. The minute the plans for the “yellow line” are finalized, those who live adjacent or in the path of this platform will be stuck with a depreciated property. This will be true for hundreds of homes and families in the current scoping phase. And hundreds more homeowners will be held hostage as we await the next phase. That is a highly unfair burden to put on the residents of this truly special neighborhood. I support mass transit and believe in bringing light rail to West Seattle, but it must be done right. Please listen to those of us most greatly impacted and revise the route to eliminate elevated rail from the planning.

Communication ID: 350524

Name: Kristyna Richards

Comment:

Please do not choose cost and calendar over community. Please take the orange line that bisects the Junction neighborhood off the table. Progressive cities worldwide prioritize their communities and understand the priceless value they bring. Cars are going nowhere, as are metro transit bus lines. Why not improve what we as taxpayers have already invested in and maintain our bus transit in this area instead of spending $$$ on something that is not needed? Building the orange line will put a hole in the WS community, which will impact the surrounding residential areas and local businesses. I am sure you can rethink the value of the orange line and the negative impacts that will harm the community. Getting from point A to point B does not need to require such drastic actions.

Communication ID: 350528

Name: Jeffrey Smith

Comment:

Hello Sound Transit

I am an West Seattle resident since 1996, remodeling and owning a home a few blocks north of the Alaska Junction. In my work in as an architect here in Seattle I have worked on large convention center projects built in Sacramento, Denver, and Minneapolis as well as feasibility studies for similar projects in numerous other cities. I believe this experience has helped me understand and evaluate new large projects in the context of existing neighborhoods.

I attended the Sound Transit Open House a few weeks ago in West Seattle where I spoke "one on one" with at least four Sound Transit representatives and about 8 or 10 fellow West Seattle residents, folks I met at the event. While I'm sure we were all curious about the entire project I talked to all them only about the West Seattle route options and the various elevated station visualizations.

My comments below have only to do with this part of this very big project.

From where the West Seattle Bridge crosses over Delridge Way to the Alaska Junction is just 1.6 miles. I believe Sound Transit needs to completely rethink its approach to this segment of the West Seattle line.

I asked each of the Sound Transit representatives I spoke to why there was not a surface option being shown but no one had an answer.

To my neighbors I asked them to first think about the Link Light Rail elevated line as it approaches SeaTac Airport and then think about the street car line going from Pioneer Square up to Broadway on Capitol Hill. Then I asked them which they thought was most appropriate model for the proposed rail service "in" West Seattle. The answer to my little poll was unanimous, every one thought the surface option was the way to go and everyone thought an elevated line was completely inappropriate to the existing neighborhoods where it is being proposed in West Seattle.

The visualizations of the elevated lines and elevated stations in the red and yellow alternatives, even though they are very preliminary, show why this is the case: blasting through and fifty plus feet above streets of small homes at Genesee or between 40th and 41st or cluttering Alaska Way on the way to the end of the line only a short distance away. These streets are not multi-lane divided freeways, Highway 518, passing under a major state highway, Highway 99, approaching a large, busy, congested international airport. Though of course growing this is an almost quaint little neighborhood and this is why the bombastic, elevated options are so inappropriate.

I agree complete with my fellow West Seattle residents and believe that a surface option deserves to be studied and presented.

The need to have a stop at Delridge was explained to me at the open house and that the very steep grade at Genesee may be insurmountable for a street car on the surface. Perhaps this is where a short tunnel could be used to make the grade change from the lower flat part of Genesee up to the surface at Avalon or the stop there. The line could then continue at the surface along Avalon, along Fauntleroy, and along Alaska Way to the Junction.

Some years ago I travelled to Melbourne, Australia and I was very impressed with the elaborate street car system I found there. While I was there only a week I did use it a lot and I believe the entire system is built with tracks on the surface streets.

I mentioned Melbourne to the Sound Transit representatives I spoke to and I believe this is an excellent and appropriate model, like the street car line on Capitol Hill here in Seattle, for the proposed Sound Transit rail service to West Seattle.

Communication ID: 350529

Name: Cody M

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

30,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Communication ID: 350531

Name: Michael Young

Comment:

I am a property owner directly affected by the Oregon St./41st Avenue elevated option, first proposed in the Level 3 options briefing. For background I am also a program manager and engineer working in the aerospace industry and I have over 25 years of experience with proposing, defining and executing complex engineering projects. The first time I was informed that the 41st Street location was an option was three days ago through word of mouth from a friend. This station location was not an option in the Level 1 or Level 2 planning stages and appears to be a recent addition. Despite what appears to be from the briefing materials a robust community engagement, the property owners in the area (somewhere between 90-120 according to published materials) were not directly engaged which would have been a relatively simple thing to do, and not given sufficient time to understand the impacts. Since this group and the home and businesses immediately surrounding it would be most affected it makes sense that a more thorough, direct

outreach should have been conducted. Recommend that the determination of the exact station location in the Alaska Junction be deferred until a more thorough understanding of the community impact and long term costs and benefits is conducted (Recommendation 1).

The trade study included in the ELG briefing (pg 77 of 99) is lacking fidelity and detail and is insufficient for the public to make an informed station location decision. For instance – how was the determination of the cost differential of +$700M made between a tunneled or elevated option? Based upon the fact that this same figure is used for three different routes it is obvious that this number is little more than a rough estimate and lacks fidelity required to make a multi-generational, hundreds of millions of dollar decision. As a program manager I do more thorough bottoms-up cost estimating during the proposal phase for programs that will cost a total of less than $1 Million. Additionally, an examination of similar tunneling projects in Seattle and other cities do not validate this figure. Using data from tunneling conducted in the UW district, for instance and comparing the length of tunneling required would imply that this figure is at least 300% too high, even without consideration of improved tunneling techniques developed over the last three decades. By the Sound Transit's own admission, less than 2% of the engineering has been performed (assumed to be all in development of architectural renderings, surveys, and impact study) which means the true costs of tunneling have not been analyzed using a bottom-up task definition and cost analysis – something that is always done within industry during the proposal phase on engineering projects much less complicated than this one. No professional engineering company would make such a critical decision based upon anything less than a thorough engineering estimate with a defined project schedule and task analysis, with task durations validated using past experience and similarity. This analysis must be conducted as an input to decision making, not afterwards. The background analysis conducted to reach the +$700M figure should be provided to the public and validated before a decision is reached. A thorough task-based cost estimate, validated using past experiences must be conducted before a final determination of a tunneled vs. elevated option is made (Recommendation 2).

In addition to the direct costs, any comparison between a tunneled vs. elevated option also needs to take into account impacts such as property acquisition cost differentials, property value impacts to the surrounding communities, loss of property tax in perpetuity, opportunity costs from the inability to add denser apartment buildings and condominiums in the future, inability of dual-use of land for business and residential, loss of business revenue and the associated tax benefits, the cost of re-routing utilities, and loss of valuable real estate in a time of a housing crisis in Seattle. All of these impacts must be quantified and compared to the tunneling costs. Additionally, a tunneled line between Avalon and the Junction would impact less residential real estate property values along the route, and this must be considered in addition to the 90-120 homes displaced by the station alone. Even if the $700M figure is accurate, an actuarial analysis of the above impacts will easily reach a payback period within a generation. And assuming the figure is 3x too high, the decision is an easy one in favor of tunneling.

The key differentiators used to determine the best options for the West Seattle stations and guideway are incomplete at best. For instance, all options for the Alaska Junction stations are within a short walk to the bus routes on California Avenue, yet it is used as one of the five critical evaluation criteria. The property effects to business displacement are also a key consideration, yet it is unclear how a tunneled option in the junction would have a 3x impact to the sq feet of business displacement in Delridge as claimed by the study. By Sound Transit's own admission, the displacement figures are "based upon limited engineering and existing conditions", implying that the future potential of the real estate maintained in a tunneled option was not considered and that the displacement figures are not well-understood. It is also clear that the long-term impacts of the station location and routing are not under primary consideration. Recommend that evaluation criteria used in the determination of the light rail architecture include metrics analyzing the long-term benefits of tunneled options and station locations (Recommendation 3).

An elevated east-west orientation purportedly "complicates" the option of expansion further south into White Center but details as to why this is the case are not described in the Elected Leadership Group briefing of 29 Mar 2019. While the east-west orientation may require additional station considerations, use of the primary routes of Alaska, California and Fauntleroy for an elevated or street-level option would have the least displacement impact and offer the most ready

access to the business district. As another consideration, street-level light rail on the roadways have shown to be very successful approaches in cities such as Melbourne, Australia and Phoenix, Arizona and offer significant cost advantages with minimal impact to businesses, residences and aesthetics. Recommend that a street-level option along the primary roadways near the Junction be considered and a more thorough cost-benefit analysis of an east-west orientation in the Junction be conducted if a tunneled option is not selected (Recommendation 4).

Communication ID: 350532

Name: Robi Ganguly

Comment:

Dravus and 15th is a great choice!

Communication ID: 350533

Name: Brian Wade

Comment:

To whom it may concern;

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route that is chosen minimizes the impact on the Course in order to maintain its Historical Design and Environmental Integrity.

Gratefully,

Brian Wade

Member of the West Seattle Golf Club

Communication ID: 350534

Name: Kelly Lu

Comment:

I think the project costs a lot of tax money and it only benefits a few people.

2. I oppose to build the station in Chinatown International District.

Communication ID: 350535

Name: Steve Duda

Comment:

An elevated rail line would be a disaster for West Seattle — the neighborhood, the businesses, the home owners/renters. It's just a disaster.

Communication ID: 350536

Name: James Riggle

Comment:

This must go underground. The station should be under 15th.

The bridge will be an unsightly traffic congester (both maritime and vehicular) It would destroy 15th up to and past Market.

Keep us the great city that we are.

Communication ID: 350537

Name: Brendan Lawrence

Comment:

I believe strongly the rail station should terminate at California Ave, providing access to the station where the primary commercial activity of the junction occurs. Please consider moving the station location further west to California Ave or at a minimum providing station access at this point.

Communication ID: 350539

Name: Anonymous

Comment:

Please continue to build a large, reliable and nation-leading rain system. I and posterity thank you.

Communication ID: 350540

Name: Scott Yale

Comment:

March 31, 2019

Ballard Link Extension

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA. 98104

Email: wsbscopingcomments@soundtransit.org//

Attn: Stakeholder Advisory Group, Elected Leadership Group, and Sound Transit Board Members:

As management of a maritime company and property that will be significantly impacted by the routing of ST3 Ballard Link, we would like to express a strong preference for a tunnel as the best route for crossing the Lake Washington ship canal.

Every property adjacent to the ship canal is vital to maintaining a vibrant working waterfront that supports the diversity of maritime related businesses necessary to continue successfully servicing the Gulf of Alaska, Bering Sea, Puget Sound, Southeast Alaska, and Coastal WA & OR commercial fishing fleets; the recreational boating and fishing fleets of Puget Sound & Lake Washington; and all the other maritime commerce that either emanates from this waterway or visits for repairs, refueling and outfitting.

Seattle currently enjoys the envious position of being the first choice as a port of call for services for commercial vessels of any kind that operate in Alaska. Any route other than a tunnel will threaten the businesses that provide well-paying maritime related jobs and the associated tax base.

The bridge option west of 15th Ave. NW. would have a devastating impact on the south side to the continued viability of Fishing Vessel Owners shipyard and marine railway (currently celebrating its 100th anniversary), and would also take out a portion of Western Pioneer property on the north side. Relocation is not a practical option for Fishing Vessel Owners so that would bring their demise.

Similarly, the bridge option on 14 Ave. NW. would cause harm to the operations of Coastal Transportation whose ships are a vital link to the ports of Alaska, transporting food and supplies north and bringing frozen fish south to market. In addition to the impacts on their property, columns in the water out in front of their docks would severely impact their ability to maneuver their ships. The north side of this route would adversely impact the 14th Ave. NW public boat launch and the massive pile caps and support columns would negatively impact our property and our neighbor Northern Lights (manufacturers of ship's generators), reducing property value, ease of access, freight ingress/egress, traffic flow, sight lines, access to light and increasing noise. This in addition to the burden already placed on our property by the Burke Gilman Trail/Missing Link which transits along the north side of our property on NW 45th St.

Like any industrial center, the commercial success of the BINMIC area is completely dependent on a functioning transportation system that provides the freight mobility necessary to support the commerce. As everyone knows, our

transportation system is pretty well maxed out every day. An alignment west of 15th Ave. NW that includes a tunnel to cross the ship canal would cause the least disruption both during construction and after completion.

We understand that the additional costs a tunnel would require are not included in the representative alignments, but an explanation is needed why the tunnel was not included. A Ballard tunnel was considered as late as August 2015, why was it eliminated from the draft plan? We believe it was irresponsible to exclude this option when the representative alignment was placed on the ballot initiative.

We also think that if all the costs associated with building an elevated crossing were taken into account, the difference in cost with a tunnel might be negligible if any. The costs of property purchases and property harm mitigation would be reduced. The west of 15th route has severe negative impacts on the future repair/replacement of the Ballard Bridge. Building that route simply pushes those increased costs onto the public at a later date. Both the 14th or 15th elevated routes will have large costs associated with salmon mitigation during construction. Has that been thoroughly researched and are realistic costs for that in the current estimates? Another requirement is that the canal must be kept open to ship traffic at all times – it is a federal commercial waterway connected to the busiest locks in the US. Has a realistic assessment of what it would take to accomplish that at all times during construction been calculated into the construction costs? Has ST discussed with the Coast Guard what it will take to stay in compliance with their rules during construction? Are those costs in the current estimates?

Thank you for your consideration of our comments. A project of this magnitude needs to get it right the first time as the impacts will last indefinitely and change the neighborhoods and impacted businesses forever. For all the reasons stated above and many more you will likely receive in other submissions, we implore you to select a tunnel to cross under the Lake Washington Ship Canal/Salmon Bay.

Sincerely,

W. Scott Yale II

Vice President

David C. Bowman

President

Bowman Refrigeration, Inc.

4451 14th Ave. NW

Seattle, WA. 98107

Member: North Seattle Industrial Association

CC: (via email) Councilmember Mike O'Brien

Mayor Jenny A. Durkan

Councilmember Teresa Mosqueda

Councilmember Lorena Gonzales

NSIA President Eugene Wasserman

Communication ID: 350541

Name: Veena Prasad

Comment:

Sound Transit has done a tremendous job staying engaged with the West Seattle community to get input. Our community has made their feedback clear, at the meetings that I've attended and through electronic feedback, that any elevated light rail will be highly disruptive. Despite the input from the community, it looks like the ELG has chosen to request the new Orange line to be further studied. While the final decision has not been made, this direction is disconcerting. As a resident of West Seattle, I would hate to see the fabric of my community destroyed. I urge the ELG and other decision making bodies at Sound Transit to prioritize long term decision making and choose the tunnel option.

Communication ID: 350542

Name: Crystal Hill

Comment:

Hello, and thank you for reading my opinion.

If you have the light rail come into West Seattle above ground through the neighborhoods you would be ruining homes, displacing families, increasing noice and pollution, not to mention it would be an eye sore. How does the city plan on it coming through the neighbor hoods? Is the city going to buy out the homeowners at market rate for WS? Most homes in these neighborhoods are going for $750,000 to $1,600,000 and more depending on the home. Do you plan to take away more of the driving lanes in an already 3 lane road (one lane is turning lane) on Avalon?

2. If the light rail comes all the way into West Seattle at the proposed stops you have the parking issue. Most people in the outlighing neighborhoods are not going to drive to the junction to fight to find limited parking, to then wait to get on the light rail. Most people will stay on their current route as it is easier, less of a carbon foot print, and less time consuming. What are the Enviromental Studies results that have been completed on the proposed routes? How would this affect our children? Potential increased asthma rates, cancer rates, etc?

3. Does the cost of the light rail being brought into West Seattle out weigh the cost of adding another bus or two to the current routs? Will the rapid ride, 121, 128, etc all still be running? If so, then what is the purpose of the light rail?

4. If a light rail must come to West Seattle, then I would propose that you look at having it come up to Avalon and 35th and stopping there (only via underground route). West Seattle Lumber is closing and the property will be up for sale if not already. You could put in a station with a park and ride on the old WS Lumber property. That area of WS is more industrialized with apartments and not family owned homes.

Crystal

Communication ID: 350543

Name: Matt Clark

Comment:

I purchased my home in July of 1999, and I very much love the Youngstown community that has grown before and during the time I've lived here. I raised my family here, and am sickened that other proposals are not being considered. This is a thriving grassroots community that would not benefit in any way from the proposed route through the Delridge blocks of 25th and 26th SW, between Dakota and Genessee.

There are routes in Youngstown/North Delridge that warrant additional exploration, review, and reconsideration; routes that minimize displacements, relocations, and social and neighborhood impacts.

A Delridge light-rail station placement in the north end of Delridge Playfield.

The Purple Route; Pigeon Ridge Tunnel option.

With further study, this tunnel route might be more attractive than originally thought.

Delridge a light-rail station on Andover. This option has the potential to provide the most significant cost-savings and will allow Sound Transit to stay on budget.

Instead of two stations, one light-rail station on Andover placed midway between Delridge Way and Avalon. This location will draw from multiple neighborhoods: the apartments and condos along Avalon; from the single-family neighborhoods of Delridge, Pigeon Ridge, and Avalon; plus, riders transferring from the multiple transit routes that run along both Delridge and Avalon.

This Andover Street area west of Delridge Way is currently blighted and ripe for redevelopment. There are parking lots and large shoulders that can be developed into a transit hub plus Transit Oriented Development.

Causes minimal impacts on residential properties. This routing saves the Youngstown neighborhood.

Minimal impacts on businesses – an athletic club and a storage rental facility on Yancy Street.

Minimal neighborhood construction noise and NO construction impacts on residential neighborhoods.

Minimal noise infiltration to residential areas from light-rail operations.

Provides the option to be 100 percent above-ground and reduce the Sound Transit's cost to build.

Requirement: An honest dialogue with Nucor Steel to coordinate construction so to minimize construction impacts. Explore the likelihoods of upgrading truck access to Nucor Steel; explore possibilities of truck access from the north, east or west sides of property. Explore feasibility of building dedicated ramps for truck access in and out of the Nucor property; these would be much like the special, dedicated roadways that have been built for the Port of Seattle.

Reduced costs: Above grade. One station instead of two.

Communication ID: 350544

Name: Sam Grantham

Comment:

For the Ballard link, I believe a tunnel would work best for the long-term needs of the area. However, if the bridge options are chosen, please see if savings could be achieved by bundling together the rail line and a new Ballard car traffic bridge (which is over 100 years old now, and will need replacing in the near future).

Communication ID: 350545

Name: Raj Gupta

Comment:

West Seattle is getting all the attention but the most users are actually in Ballard. Also the Ballard line is not even planning on serving Ballard (it's on 14th). This is like having an Avalon station only for West Seattle and expecting it to serve the Junction as well. How does this make any sense? Put the station near the population centers on between 24th and Market and 17th and Market. Then you will actually serve Ballard and the maximum population. Tunnel or no tunnel is not the issue, spend whatever you have money for but put the station where it serves people - otherwise it's bad planning.

Look at other metro systems in the world? Have you seen any stations that are over 0.5 miles away from the CBD of an area be successful? No. It's just a boondoggle to have stations that are not near the core and honestly a waste of money. Also, how come the Ballard alignment doesn't even warrant a discussion whereas the less used West Seattle segment is having follow up planning meetings, etc..? Ballard is a residential and cultural hub of Seattle. It's historical core is on Ballard ave, and people generally live near 22nd and Market. This is where the station should be. Even the forward thrust thinking in the 60s knew this and had the station aligned in that area. Why is it so hard for us to get that 40 years later? 14th street is nowhere near the urban core and south of it is an industrial area of low density that has NO PLANS to ever change, and likely never will due to political will to not touch industrial areas (which is understood).

Lastly the port of Seattle should be no reason not to choose an alignment that gets link to the population center. They should put money on the table if inconvenient to them. It's ridiculous for them to ask to bypass the fisherman's terminal and as a result not serve the biggest population center in King County that is currently not served by link.

Place link near the core of Ballard.

Communication ID: 350546

Name: Alexander Allen

Comment:

The West Seattle Golf Course is an important and historic part of Seattle and the West Seattle community. Impeding on, changing or destroying the course and its environmental integrity would have a detrimental and lasting impact on the community that the convenience of the Link Light Rail could never replace. I urge you to consider any and all route options that would minimize the impact to the golf course, or eliminate any impact all together. There must be a way.

The West Seattle Golf Course is truly a gem in the crown of the Emerald City. It's importance is generational and I hope it continues to be for many future generations to appreciate and enjoy. Preserve this beautiful community golf course. Thank you.

Communication ID: 350547

Name: Lydia Segovia

Comment:

I would like EIS to review two requirements-

Elevated station in residential area - What does that do to current homeowners property values? If my current view is a street, huge tree and the mountains, and a guardrail replaces them, my new view would be the guardrail. How does that impact my property value? And how does the noise, pollution and vibration impact my everyday life?

displaced residents - available housing in California junction is extremely limited. How do you "make residents whole" if there are no comparable housing alternatives in their desired location? In my current situation there is literally not a single property for sale that has my current bedroom/bathroom count within 100,000 of what I just purchased my home for in 2016.

Thank you for your consideration.

Communication ID: 350548

Name: Jonathan Hillson

Comment:

While I'd love the convenience of a tunnel like the one linking the U-District to Cap Hill, it seems like it'd likely be cost prohibitive. I would like a light-rail that spans the Ballard bridge with a station on 15th. There are obviously concerns with boat traffic delays, but my hope is that the time that boats are allowed to travel in and out of lake union could become more limited to help mitigate delays.

Communication ID: 350549

Name: Matt Clark

Comment:

I purchased my home in July of 1999, and I very much love the Youngstown community that has grown around me, before and during the time I've lived here. I raised my family here, and am sickened that other Sound Transit proposals are not being considered. This is a thriving, grassroots community that would not benefit in any way from the proposed route through the Delridge blocks of 25th and 26th Ave SW, between Dakota and Genessee St.

There are routes in Youngstown/North Delridge that warrant additional exploration, review, and reconsideration; routes that minimize displacements, relocations, and social and neighborhood impacts.

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Reduced costs: Above grade. One station instead of two.

Communication ID: 350550

Name: Anonymous

Comment:

The bull rush on this project is most frustrating. ST3 is now in stage 3? Doesn't project planning allow for asking big necessary questions about the project at EACH stage, before shovels are in the ground? Listen to residents who are stressed out these past few weeks, overwhelmed by ST3's tsunami of technical details, planning stages and power point presentations. And now this planning quagmire is to be handed off to politicians who no one trust, whose good common sense is rarely seen. This project is a stupid contest. Whatever happened to thoughtful, measured, prudent decision making especially by our long time residents. Red flags all over. All three options for Delridge would cause "disproportionate impact," on green spaces as well as neighborhoods. "I strongly urge you to consider putting back on the table the Yancy Street/West Seattle Tunnel option from Level 1. Stay out of the Alaska Junction. Combine the Avalon/Delridge Station as overblown. Poor ST planning should not be allowed to trash and burn through West Seattle taking property. West Seattle would just as soon not have light rail in any elevated form.

Communication ID: 350551

Name: JJ Sun

Comment:

Please build the light rail based on the plan we voted for in 2016. Any change will make the process complicated and run over budget.

Communication ID: 350552

Name: Michael Brunner

Comment:

My recommendation is to have a elevated track entering west seattle - but then a limited tunnel in the alaska junction area. I would pay for this by reducing the number of west seattle stations from 3 to 2. I would mitigate the lack of a station by having small vans pick up riders throughout west seattle and drop them off at the station.

Communication ID: 350553

Name: Karl Valentine

Comment:

If it's possible, it would serve West Seattle well if the train was built underground. We are constrained on the amount of roadways we have, increased traffic to accommodate 10,000 new residents.

Communication ID: 350554

Name: Michael Gentry

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space. While it would be unfortunate that a key amenity for the residential and commercial occupants of midtown might be eliminated, (Bartell Drugstore) it is my hope that the proposed 4th and Madison entrance could be designed to accommodate as much retail as possible to continue serving this section of the city with needed services.

Thank you,

Michael

Communication ID: 350555

Name: Brian Hughes

Comment:

Hi there. I'd like to propose both my preferred as well as an alternative route for West Seattle that I believe will be less disruptive to existing homes and businesses, preserve the option of denser future surface development, and minimize the additional required budget.

Preferred Option: The Blue Tunnel route.

The tunnel is the least disruptive to existing business and homes and preserve future options to increase surface level density. West Seattle will become much denser over the next 100 years. We need as much space as possible, and an above-ground train line (like the viaduct) eliminates those lots for future housing. The blue option also is much better for existing homes and businesses in the right-of-way. This includes > 100 homes that will be immediately demolished for ST3, and the future loss of many hundreds more along 41st St on the future south bound route to Burien. Costs can be saved by the elimination of the Avalon station. This station would be visible from the Alaska Junction station... there is no need for two stations to be so close to one another.

Preferred Alternative: Purple Route (eliminated, but could be resurrected)

If West Seattle must be served by an elevated train, then a southbound route following Fauntleroy should be chosen. Fauntleroy has the existing space for a future southbound guideway to the Morgan Junction. The major drawback to this option is the fact that there would be no station immediately in the Alaska Junction itself. But it's only four blocks away. The Avalon station could be eliminated. And connections could be made from the Rapid Ride C at the current Alaska/Fauntleroy stop.

We have one chance to get this right. No other neighborhood was asked to give up so many residential units. The Orange elevated option currently being considered is simply too destructive and short-sighted. We can do better. Thank you!

Communication ID: 350557

Name: Anonymous

Comment:

The Urbanist

%Owen Pickford

801 E Thomas St. #507

Seattle WA 98102

Hello,

Thank you for your work on bringing ST3 this far. I urge you to consider future riders experiences as your finalize the light rail expansion plans. That means building the Ballard station at 15th Ave, rather than 14th ave, to save people from the densest part of Ballard several minutes of walking along and unpleasant street. It means building the IO station cut-and-cover on 5th ave, to save transfer time and money (and paying businesses some mitigation funds). And it means building the Ballard and West Seattle liner so they can be expanded in the future.

Best,

Jesse Simpson

Capitol Hill Rental Initiative.

Communication ID: 350558

Name: Joseph Helm

Comment:

I support the tunnel option in the west seattle extension of light rail. It is the most future-proof option even if it costs more up front. Savings can be found in other areas to provide the funding for this essential transit link. Thank you

Communication ID: 350561

Name: Brice Nichols

Comment:

I support whichever alignment allows for the fastest construction time. If extra money is to be spent, it should be on improving system performance, extending the lines, or improving non-motorized station access. I believe tunneling should only be pursued if costs are borne by property owners in the Junction, and only if the opening date remains the same.

Regarding the Delridge station, I would like to see less residental property acquisition around Genesee and Delridge. The westward curve could occur over the park, leading to cheaper land costs and fewer impacts to a quickly-densifying neighborhood, which will only be increasing in costs as more rowhouse/townhouse units are built. A lot has happened in this area in the past few years and many more units are in the planning stages. This is the type of "missing middle" housing that is so rare and necessary in the region. Surely we can avoid destroying brand new multifamily housing by coordinating with Seattle Parks. An elevated guideway could become a part of the skatepark and thoughtful art and design could actually integrate it into the park itself without taking much ground space.

I would like to see station access to Pigeon Point, with elevated walkways from stations connecting directly to 23rd Ave or to nearby stairs. There may be some neighborhood street connection improvements as well, such as trail improvements east-west through Dragonfly Park. There is currently a meandering trail through the park, but a more direct pathway would give a better connection to residents to the west/northwest of Dragonfly Park. Additional connection improvements at Dakota (just west of Youngstown) could be considered as well.

Thanks for your important work on this project!

Communication ID: 350565

Name: Laura Cullen

Comment:

I support a Midtown Link Station that does NOT interfere with the 5th & Madison Condominium underground parking garage, storage and critical utilities and preserves the 909/901 5th Avenue plaza and urban green space.

Communication ID: 350568

Name: Lisa Li

Comment:

Dear ST -

The proposed alternate Purple Line to cross the Duwamish at a more southern location to allow for the building of tunnels in Pigeon Point and the Alaska Junction MUST be included for Environmental Impact Study. Cutting it out this early in the game would demonstrate complete disregard for the West Seattle Community. Further, it would invalidate the entire intention of public comment & community involvement in ST planning.

At absolute minimum, the fact that so many businesses and residents (including the Chamber of Commerce) have requested and support that plan makes it imperative that it be studied further. When the people the plan would impact the most speak up in so vocally and in a unified voice, your civic responsibility is to fully explore the plan that they support.

The raised tracks through Pigeon Point would destroy a long established and close knit neighborhood. An elevated rail, and the construction required to build one, will have irreversible negative impact to the area for Pathfinder K8 school - a school which for many years has had one of the longest waiting lists in the entire Seattle School District.

Towering pillars in the Alaska Junction would destroy the central identity of West Seattle and literally force much of it into the shadows. I lived in New York for many years and have experienced first hand how an elevated rail line defines the community it bisects. West Seattle, and the Junction in particular, have a long standing community identity, developed over many years, which would be destroyed by an elevated rail, not to mention the construction to create one and the loss of local businesses due to eminent domain.

Raise additional levy funds if it has to be done, but please, do not destroy the heart of West Seattle with elevated rail lines.

Sincerely,

Lisa Li

17 year West Seattle resident

Communication ID: 350571

Name: Anonymous

Comment:

The Urbanist

%Owen Pickford

801 E Thomas St #507

Seattle WA 98102

Dear ST Board,

I am a young professional living without a car in Seattle. I travel with Link every single day, and I greatly appreciate the speed and convenience of Link's service. I know this is becaus of smart decisions made by Soung Transit during the planning, design and construction of Link. I insist that you continue to make the right decisions with the West Seattle and Ballard Links. Please put us transit riders first. Please aboid Ballard drawbridge. Locate the Ballard station on 15th with east/west pedestrian entrances, and design the Ballard Link for east/west expansion. For West Seattle, the ID station should be Cut &Cover, and West Seattle should be oriented for expansion south. Thank you.

-Arthur Bachus

Communication ID: 350572

Name: Joseph Nieves

Comment:

When my wife and I moved to Seattle two years ago, we immediately fell in love with West Seattle. We were lucky enough to find an apartment one block away from the Alaska Junction on 44th Ave. and have not let go of it ever since.

There's an intimacy that exists here in the local community that other rapidly developing neighborhoods in Seattle seem to have a difficult time holding onto. I shop at Husky Deli so often that the owners and staff know me (and I know them) by name. It's not uncommon to casually run into a neighbor strolling down California Ave., shopping at the Sunday farmers market, or attending one of the many local events the West Seattle Junction Association hosts in the area. To put it another way: West Seattle is very much a vibrant small town in a big city.

As a freelance event specialist, I am also a heavy user of public transit throughout Seattle. The C Line has been my saving grace when commuting to downtown. The thought of the Link Rail connecting to West Seattle excites me even more; however, I am concerned that the current plan for the route will both literally and figuratively change the landscape of the Alaska Junction in more negative ways than positive.

In an already congested part of the neighborhood, an above-ground rail line and stations would be a largely cumbersome and unsightly addition. While it will be more expensive to invest in an underground option, I believe that it is absolutely necessary for the health of the community in the long run.

Furthermore, I personally believe that the purple route would be the most beneficial choice out of the three alternatives for these reasons:

It appears to be the least invasive to neighborhoods in the Delridge area.

2) The final stop is closer to the Alaska Junction than the blue route would be, making connections between busses and the Link Rail still manageable for commuters.

3) It does not put the current parking lots at the Alaska Junction in jeopardy like the red route does. While the fate of the Junction parking lots are currently in question, there is no doubt that the community is in favor of keeping them because of their vital connection to the Junction shops. Proposing a Link Rail station at 44th Ave. would be an ignorant oversight of the community's desires.

Thank you for reading, and I hope for the best as we continue to invest in Seattle's future growth.

Sincerely,

Joseph Nieves

Communication ID: 350573

Name: Jason Woycke

Comment:

I think a streetcar that runs along California Ave. from the West Seattle Water Taxi to the Fauntleroy ferry dock via the Alaska Junction Light Rail station would solve many transit issues.

2. West Seattle Junction station / route thoughts:

a. The route and station along Fauntleroy Way makes the most sense. The right-of-way is wide and it would be the least disruptive to the Junction neighborhood.

b. A tunnel under the Junction neighborhood would be ideal, but of course it may be cost and time prohibitive.

c. My next choice would be the elevated route and station on 41st Ave. I don't think it's the best choice, but it's an option.

Again, a streetcar running along California Avenue that connects with the Light Rail station would be awesome.

Thanks,

Jason

Communication ID: 350574

Name: Mathew Johnson

Comment:

Hello, I tend to prefer the tunnel option because it makes better use of the limited land that Seattle has available. I also like the routes and station locations better with the tunnel option. I understand that it will cost more, so I'd like to know "how much" more to see if that is a reasonable trade off, but you can count my vote for the tunnel option at this time.

Thank you,

Mathew Johnson

Communication ID: 350575

Name: Anonymous

Comment:

The Urbanist

% Owen Pickford

801 E Thomas St #507

Dear Sound Transit Board:

I'm hoping to strongly voice my support for only considering a 15th ave station for Ballard w/entrances on both sides of 15th and strongly caution against any 14th Ave options. A 14th street station is too far away from central Ballard for seniors & riders w/disabilities. Also, please choose a cut & cover ID station for much better transfers. To me, theses options are best for the long term. Finally, please ensure Ballard & WS can expand for future lines. Thnx!

-Joe Reitty

Communication ID: 350576

Name: Colleen Horn

Comment:

Comments regarding Ballard Link:

The stakeholder roster does not include representatives from East Ballard. This is a huge oversight, particularly as it relates to options landing with the area, on 14th.

2) East Ballard has developed and evolved in recent years to include significant pedestrian traffic as a Brewery District, overlaying with a vibrant industrial, small business, community. A very ground up, Jane Jacobs business community has developed. Development must be sensitive to both the historic small businesses' operations and new pedestrian traffic that has created an amazing, economic development area in the City. Disconnecting and/or hindering pathways for either businesses or pedestrians by landing an elevated bridge or tunnel WITHOUT feedback from East Ballard businesses would be a huge mistake. Please ensure continued success of these hard working businesses and new breweries by asking for their feedback on design details should a 14th option be preferred.

3) The construction period would destroy small business on and around 14th.

4) Options landing the link on 15th are preferred.

Comments regarding Fisherman's terminal/Ballard link:

The option that has an elevated bridge running through the vibrant business district west of 21st near fisherman's terminal would destroy marine and related businesses, a priority of the Seattle economy. This development option is not sensitive to local, small businesses and would divide an otherwise hard working industrial/commercial district. This plan is NOT sensitive to the Freight Master Plan, nor biking on 21st, nor small businesses needs in the area.

2) The construction period would destroy small business in the immediate area and hinder already tight transit and parking in the area.

3) The port is already proposing construction during a similar period. These entities not working together could be destructive to the small businesses trying to operate in the area.

4) Access to transit for businesses in Fisherman's terminal would be great! Buses, light rail and otherwise. There are MANY businesses important to our local economy on 21st and west of 21st in Fisherman's terminal/salmon bay.

Communication ID: 350577

Name: Tracy Slatten

Comment:

West Seattle Extension...

Delridge Station would be better at north end of Delridge, per ST representative plan. Less impact to neighborhood. Bus corridor and park/ride is centralized near proposed station location.

Station location for Delridge Station on 25th/26th Ave SW would significantly impact the established neighborhood and place additional environmental pressure near the longfellow creek green space after construction is complete.

Housing and Business development along the route should not supersede the transportation needs of the proposed extension. I am not looking to Sound Transit to provide housing and business development needs of the neighborhood or area under its proposal.

Communication ID: 350578

Name: Margaret Allen

Comment:

Preserve our quality of life with choosing the long term consequences of community health and transportation access.

The station on 41st allows the Junction to remain a pedestrian social center as compared to a by- way for passing through. The tunnel maintains street and sidewalk width to accommodate the now population as well as the growth in density. This one decision opportunity is HUGE and I hope that social consciousness will prevail along with access to city linkage.

I don't think anyone who lives in West Seattle would appreciate several stories of concrete industrializing our views and feelings of being in a community.

Communication ID: 350579

Name: Fiona Preedy

Comment:

Absolutely a tunnel solution. Do not destroy the character of the Alaska Junction with an elevated structure. Even though you believe that light rail will solve some of the traffic issues, we all know that it will just add options, not take away traffic. And having those additional structures will complicated our traffic, just as the density will. I do not believe

the cost of the tunnel will be that dramatically over budget, and it is a shame that a more detailed possibility of a real budget was not discussed. As well as some of the options that were shared, but are no longer viable.

Tunnel. I don't care where, and it will probably go close to under my house, but tunnel. Take the time and effort to create something sustainable, appealing, and long lasting. After all, look at how long the viaduct held up.

Communication ID: 350582

Name: Manuel Flores

Comment:

I'm a home owner on 41st Ave SW for 21 years, and I don't want the light rail coming down my street 41st, 42nd or 44th. West Seattle needs the light rail to be in a tunnel. The blocks around my street have been up zoned for more density and affordable housing, if light rail comes down our street that goes away. Please I don't want to lose my house, make light rail possible for West Seattle underground in a tunnel.

Communication ID: 350583

Name: Bruce Bowen

Comment:

I will not support (vote for funding of) an above ground line to Ballard. I will support an underground line.

Communication ID: 350584

Name: Tiana Hanley

Comment:

Dear Members of Sound Transit Board,

Our names are Ben and Tiana Hanley and we are writing to state our concerns regarding the current West Seattle Light Rail route planning process.

We are the owners and residents of a single family home on 40th Ave SW just north of Genessee Street. Along with our neighbor-members of the East Junction Neighborhood Coalition, we are very concerned about and object to the "Yellow/Gold" Alternative. This elevated guideway will rip through a thriving residential neighborhood, not only displacing many families, but also destroying the quiet and safety of the surrounding neighborhood which is comprised of single-family homes, churches and schools.

Our specific concerns regarding the "Yellow/Gold" Alternative are as follows:

the destruction of numerous family homes and displacement of the families living in them right in the middle of a housing crisis in Seattle;

the noise, air and visual pollution, as well as an increase in high crime exposure that the “Yellow/Gold” Alternative would bring to this family-oriented neighborhood;

the impact of the “Yellow/Gold” Alternative (considering noise and air pollution, including vibrations) on the wildlife (especially bird life) and greenery (including any old growth trees) in the surrounding neighborhood;

the significant negative impact on property values of single-family homes that are adjacent to the elevated guideway or that are similarly impacted by train track noise, unsightly views, air pollution, and increased crime exposure;

the significant tax-base loss for the City of Seattle through the destruction of existing homes and devaluation of surrounding single-family residential homes;

the removal and destruction of several blocks of land that could otherwise be developed as high-density transit-oriented housing in the event that a different route is chosen (and the resulting loss of valuable tax-base for the City); and

the negative impact on our neighborhood schools (Seattle Lutheran High School; Holy Rosary School; Hope Lutheran School), many of whose students walk to school from the surrounding neighborhood; the “Yellow-Gold” Alternative places a station much closer to young school-age children (on 41st Ave SW just south of Oregon) than do any of the other alternatives.

We urge you to please consider the serious negative impact that the “Yellow/Gold” Alternative will have on a thriving residential neighborhood. In doing so, please weigh this very human cost against alternative routes south of our neighborhood, which are already commercial or mixed-use in character (and zoning) and which, in many cases, are currently under-utilized. Specifically, we support ST reconsidering one of the “blue” tunnel route options, as well as the Yancy St./West Seattle Tunnel option that was part of the Level 1 process.

We appreciate the opportunity to comment here. Further, we hope to see a higher level of transparency and communication from ST to the residents of potentially impacted neighborhoods as this process continues.

Best regards,

Ben & Tiana Hanley

4135 40th Ave SW

Communication ID: 350585

Name: Ben Hanley

Comment:

Dear Members of Sound Transit Board,

Our names are Ben and Tiana Hanley and we are writing to state our concerns regarding the current West Seattle Light Rail route planning process.

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displacing many families, but also destroying the quiet and safety of the surrounding neighborhood which is comprised of single-family homes, churches and schools.

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the negative impact on our neighborhood schools (Seattle Lutheran High School; Holy Rosary School; Hope Lutheran School), many of whose students walk to school from the surrounding neighborhood; the “Yellow-Gold” Alternative places a station much closer to young school-age children (on 41st Ave SW just south of Oregon) than do any of the other alternatives.

We urge you to please consider the serious negative impact that the “Yellow/Gold” Alternative will have on a thriving residential neighborhood. In doing so, please weigh this very human cost against alternative routes south of our neighborhood, which are already commercial or mixed-use in character (and zoning) and which, in many cases, are currently under-utilized. Specifically, we support ST reconsidering one of the “blue” tunnel route options, as well as the Yancy St./West Seattle Tunnel option that was part of the Level 1 process.

We appreciate the opportunity to comment here. Further, we hope to see a higher level of transparency and communication from ST to the residents of potentially impacted neighborhoods as this process continues.

Best regards,

Ben & Tiana Hanley

4135 40th Ave SW

Communication ID: 350586

Name: Gene Dupuis

Comment:

I have lived in West Seattle my entire life, now going on 64 years. Part of what makes West Seattle so valuable is the step away from the down town area, and the community feel. I would appose the above ground options as they would destroy the views, remove homes that are part of the community and create an unsightly transit system. I was

disappointed when the city resolved the bus routes that served so many of our neighbors and went to the "C" line option.

A track above ground would not do anything to support the neighborhood style and essence of our lifestyle.

So many changes to West Seattle, many that have added congestion, crime, transient lifestyles has shown over the last few years. Some of the changes have been good for our area, with new businesses and a better representation of Seattle on a whole.

Don't put above ground light rail to West Seattle. Bad choice that will drive people away from what is so special for this area. Thanks

Communication ID: 350588

Name: Suzanna Smith

Comment:

The WRIA 9 Watershed Ecosystem forum guides the implementation of the NOAA approved Chinook salmon recovery plan for the Green/Duwamish and Central Puget Sound Watershed, under the Endangered Species Act. Actions within the watershed with potential impacts to critical habitats and water quality for salmon should be designed in accordance with the Salmon Habitat Plan: Making our watershed fit for a King (Aug 2005) and the Duwamish Blueprint: Salmon Habitat in the Duwamish Transition Zone (11/6/2014). As the estuary for the Green River, the Duwamish provides critical habitat for Chinook salmon. Chinook, along with chum, are the salmonid species most dependent on healthy estuarine habitat. The Duwamish estuary begins at river mile 11, at the confluence of the Black River remnant with the Green River and extends down to Elliott Bay (river mile 0 at the southwest corner of Harbor Island). The proposed alternatives for the West Seattle link extension pose a threat to the Duwamish estuary. The EIS should identify impacts to critical habitats for Chinook and other salmonids, as well as other wildlife dependent on the Lower Green and Duwamish ecosystem. Additionally, the EIS should identify how the proposed alternatives affect the programs, policies and projects set out in the Salmon Habitat Plan (https://your.kingcounty.gov/dnrp/library/2005/kcr1876/CHAPTERS/Ch7-Duwamish.pdf) as well as the Duwamish Blueprint (https://www.govlink.org/watersheds/9/plan-implementation/DuwBlueprint/DuwBlueprint-Nov6-2014-Final.pdf). The 17 jurisdictions represented at the WRIA 9 Watershed Ecosystem Forum (https://www.govlink.org/watersheds/9/committees/WEF.aspx) are invested in the health and viability of the Green Duwamish watershed and Chinook salmon, and look forward to working with Sound Transit on an alternative that is best for fish, people and the watershed.

Communication ID: 350589

Name: Kevin McBride

Comment:

A few thoughts on the expansion into Ballard.

I support the station landing on 15th (and if possible west of 15th though it appears not an option). This area is best connected to the pedestrian oriented development of retail, apartments, and businesses that is already in place and continuing in the future. Routes staying close to the Ballard bridge and 15th follow paths that should have minimal negative impacts on transit and different businesses.

I do not support landing the station on 14th. These routes go through an industrial neighborhood and would negatively affect the stated mission of the neighborhood, per the "Freight Master Plan" to allow medium and small industrial users to thrive in an otherwise changing city. Many of these jobs are of a "blue collar" nature and support a wide range of people in terms of education and skill for their employment. Negatively impacting freight to this area by building along 14th is hurting an industrial neighborhood to benefit the upzoned neighborhoods surrounding it, in contrast with the cities previous commitment to the freight plans to help preserve the BINMIC, and in this case specifically East Ballard.

Thank you for your time.

Communication ID: 350590

Name: Jillian Emery

Comment:

With recent zoning changes and parking requirements would love to see increased access to transportation options on the West Bank of greenlake for the greenwood/phinney neighborhood. Currently on the hill there is only one bus line, the 5 to service the phinney area.

Communication ID: 350591

Name: Bessie Danilchik

Comment:

West Seattle deserves a tunnel for Sound Transit just like the Capitol Hill, Beacon Hill and University District tunnels. West Seattle has handsomely funded every tunnel built in this City while patiently waiting for its share of the rapid transit benefit. An above ground option in West Seattle will:

remove existing homes in the middle of a housing crisis,

2) take blocks of developable, transit-oriented affordable housing off the table,

3) reduce/depress home values anywhere near the elevated light rail,

4) reduce property taxes along the immediate route of light rail (due to reduced home values),

5) increase noise near residences, and reduce the quality of life & environment for residents under, along or near the route, versus improving the area, which is supposed to be the goal and,

6) remove many of the tremendous views that our community enjoys of downtown Seattle, the Cascades and Mt. Rainier.

West Seattle deserves a tunnel!

Communication ID: 350592

Name: Alix Dassler

Comment:

I am in favor of tunneling under pigeon point. We just spent how much money as a city to tear down a large elevated concrete structure in downtown seattle... why would be build another one? An elevated line would create a huge barrier between west seattle and puget sound. We in west seattle should have the same rights to access the beautiful views as those downtown. I worry that any elevated structure will further disconnect west seattle from the main land. Please don't do it! I also worry about the stability of the north end of pigeon point. How on earth will it support that kind of infrastructure? Tunneling is by far the best option for the long term. Please, no elevated line!!

Communication ID: 350593

Name: Abdy Farid

Comment:

Please see below comments and questions regarding various impacts/ issues that Sound Transit needs to consider and respond to in detail with supporting information during its initial scoping for DEIS:

What impacts an elevated transitway will have in an established living residential area with respect to noise and vibration?What is the acceptable noise decibel standard used by Sound Transit and what is the nearest distance to the track that will meet this standard?Will there be a need to take more properties than anticipated to mitigate the recurring noise and vibration impact (I am assuming train arrivals will be around 12-15 minutes)?Please refer to your EastLink files regarding the cost and project delays that resulted due to negotiating with the nearby residents about the installation of appropriate noise walls and purchasing more homes and properties in Surrey Downs neighborhood in Bellevue along 112thAve SE.

Please study impacts to the overall traffic congestion such as emergency response time, pedestrian, bicycle riders and air quality over several years during the construction and staging for elevated tansitway in West Seattle Junction in considering the newly proposed elevated "Yellow Line" by some but not all the Elected Leadership Group.

According to the City of Seattle ADU_DEIS dated May 2018: "Typical houses are one and two stories, surrounded by yards and open space that support the growth of large trees.This open space provides much of the city's tree canopy.Comprehensive Plan policies encourage preservation and expansion of tree canopy throughout the city (Growth Strategy 3.8) and set a goal of increasing canopy coverage to 30 percent by 2037 and to 40 percent over time".Is there any mitigation to the existing open/ green space loss and the inconsistency to the city's Comprehensive plan policies?

What impacts an elevated transitway will have in a living residential area with respect to property values?Will properties be acquired at the rezoned valuation as they must?

Please use quality of life criteria during your scoping: "Thestandard of health, comfort, and happiness experienced by an individual or group. The things that are needed for a good quality of life".

How much potential housing including affordable and/or market rate will be lost due to an elevated transitway vs. tunnel?

What impacts Sound Transit work will have on businesses and the entire community (mostly in the Alaska Junction)?

Why possible future south extension of ST3 line must start from the WS Junction and Alaska Junction Station?Is this the right place to expand?Particularly, with all the existing physical conditions present south of SW Alaska Street, such as steep grades, and not to mention many more residential homes that will need to be purchased, etc.

Please analyze the potential ST3 south extension from the Delridge station to the White Center.In this case, a north/south alignment in the Junction is no longer necessary.Further, the Junction station may be east/west oriented (i.e., as shown on the representative [original] alignment with the last station on Fauntleroy Way SW.

Please include more details regarding $700 million additional cost of the tunnel.Can some of the Seattle's $930 million Transportation Levy money be used?Some other ideas that must be considered to reduce the cost of the tunnel will be for the City of Seattle to donate the necessary public right-of-way, not charge Sound Transit for permit cost and the city staff's review and inspection time.Please refer to your Eastlink flies regarding 110thAve. NE tunnel and MOU with the City of Bellevue.

We are taking down the viaduct for a number of reasons.Logically, is putting a new elevated structure into one of the extremely vibrant areas of Seattle the right thing to do?In addition, why in other areas of the city such as Capitol Hill the Elected Leadership Group or other decision making body did not recommend and elevated transitway scenario?Why West Seattle Junction? Why Now?

Instead of scoping the brand new elevated "Yellow Line", please take another look at Alternative 1 "Pink Line" alignment with the tunnel and station at Fauntleroy Way SW/ SW Alaska intersection.Fauntleroy station will be less than 5-10 minute walk to the heart of the business and dense area of the Junction and major bus stop.In addition, there is an existing Metro's RapidRide C Line on the east leg of the interstation.

Best Regards,

Abdy Farid, MTE, P.E.

Communication ID: 350594

Name: Zachary Lyons

Comment:

Ballard: I prefer one of the two tunnel options to either elevated option. They are more reliable, less disruptive to neighborhoods and established industry, out-of-sight and more adaptable to future line expansions. I do not have a preference of one station site over the other (14th vs. 15th), though I understand 14th would cost less, and that seems a plus to me.

Downtown: I do not have preferences here. I think decisions should be made based on number of people served and cost.

Sodo: An option without a stadium stop does not make sense to me. A shallow station for Chinatown/ID stop seems to make most sense economically, as long as it is not unnecessarily burdensome to Chinatown during construction. As I understand it, a 5th Ave cut-and-cover operation could accomplish both.

West Seattle: A tunnel seems far too expensive with far too little benefit. I'm all for preserving neighborhoods, but if that is the only goal, it doesn't make fiscal sense. The tunnel options in Ballard have many more benefits.

Communication ID: 350595

Name: Elaine Chen

Comment:

I have concerns about potential stations in the SLU/lower Queen Anne area. I think a station by Denny triangle on Westlake in the ST3 Representative Project alternative and the stations along Mercer in the West Seattle Elevated alternative are going to make traffic even worse. These are already high-congestion areas due to the lights and the one-way streets around the area. Having long lights and lots of pedestrian traffic doesn't seem like it will improve the situation and from what I see, it will make those areas permanent congestions.

Communication ID: 350596

Name: Jim Freier

Comment:

As a lifetime golfer, I strongly oppose disruption of West Seattle golf course by rapid transit development. It's a beautiful, well-used, course for the public and would be significantly damaged by the proposed development.

Respectfully,

Jim Freier

Communication ID: 350597

Name: Mark Lippert

Comment:

I am a transit planning professional and my opinions are mine alone. They do not necessarily reflect that of my employer.

Please do not consider a tunnel option. It will not make the trip faster, nor serve more people. The potential 4(f) and ROW issues for the elevated alignment are minimal compared to the delay of 10 years to secure funding for the tunnel. Please do not delay for the wishes of the few. The concerns about safety/lighting/etc are not substantiated by any data. The entire city of Chicago has an elevated system. The tunnel option also doesnt meet the purpose & need of efficiency and cost-effectiveness

In addition, a west-facing end of alignment is not preferred, as it does not facilitate necessary expansion to the south. The 41st station may be the "center" of the urban village hub, but the center of west seattle california ave, between alaska and oregon. the QFC/TJoes is the eastern edge.

The alignment of the tunnel options are preferred to the other alts, but in an elevated structure. Tracks along Fauntleroy would be preferred, as it is the most commercial and then be integrated into the community as time passes.

Communication ID: 350598

Name: Kevin Lo

Comment:

After thoughtfully reviewing all the options on the table, My family and I strongly prefer the underground tunnel option. Least disruption and also best for long term community growth. The increase in taxes to pay for it over the lifespan of the rail lines is minimal compared to the benefits it will provide. We also prefer to reinforce existing bus lines and also businesses at Alaska Junction. I envision a similar condition as Capitol Hill Cal-Anderson Park condition with the stations and the community. Strongly against elevated short-term gain, long term pain options.

Communication ID: 350599

Name:

Comment:

Delridge Station: If there is a plan even considered to extend a future line south down Delridge Ave, it makes most sense to align the station along Delridge to allow for any potential future tie-in.

West Seattle Junction: It makes the most sense for current and future neighborhood planning for a tunnel to be built to access the main West Seattle Junction from Genessee St. and Avalon near the golf course, and extending to both the Avalon and West Seattle Junction stations. If a future line south is ever extended, a plan could be developed to daylight the tunnel beyond the junction and continue south as an elevated option, if needed. We have heard a number of times, we don't know the true budget for a tunnel and it's too early for that, so it seems inappropriate to then eliminate a tunnel option without better knowing the costs, including monetary costs, but also other soft costs to the neighborhood, future growth and development/density potential, and equity considerations since many other Seattle neighborhoods received tunnels beneath residential areas.

Communication ID: 350600

Name: Andrew Natzel

Comment:

I have two comments:

1--It would be good to consider how an elevated station in Ballard works with surrounding uses and how to best mitigate those impacts while working within budget constraints. For example, instead of an elevated station on 14th (in a residential area), could it be located in a trench (similar Spring District/120th Station on East Link) which would also allow for future extensions north or east, or could the alignment shift to 15th somewhere north of an elevated crossing of the Ship Canal.

2--I support either a high bridge or tunnel to Ballard, for both making light rail attractive to riders and increasing reliability for the whole line to Tacoma. It would be good to identify operational issues across the Ship Canal crossing alternatives, including concerns with headways on the at-grade portion though the Rainier Valley and train passenger load issues.

Communication ID: 350601

Name: Ruth Schauble

Comment:

Hello Sound Transit!

I live in the Junction neighborhood of West Seattle and my husband and I purchased this house planning to make it our forever home! We love this neighborhood. We have a strong preference for the tunnel option, as it will affect fewer houses. All the homeowners in Seattle deserve the option to stay in their homes, so we should absolutely not be considering anything that would cause more people to need to leave their home.

In addition, we have a strong preference for a Station location at 41st, not 44th. Keeping a few blocks farther from the Junction still allows access for people from the light rail to get to the Junction, and vice versa, but is much less likely to disrupt and change this incredible neighborhood of local businesses and community! It will preserve our neighborhood while still moving forward with progress and public transit options.

We are very excited about the prospect of the light rail, and plan to take it often if it done right, but we want as few as possible disrupted from their homes and we want to preserve the qualities that makes people want to visit the Junction! Many of our neighbors have discussed these options and we are all in agreement that these options I've laid out above are the best ones. I believe you can expect comments from many of them!

Thank you for all you do and for your consideration.

Communication ID: 350602

Name: Scot Keller

Comment:

Thank you for allowing me to share my thoughts about this project. My comments fall into three buckets;

Fairness: After attending many meetings it occurs to me that the discussion topics are primarily quantitative. The rationale for the project, specific routes, number of homes impacted, relative costs. What I feel is missing are the qualitative measures. What impact will the above ground solution have on the quality of life in West Seattle post-

completion and decades to come. With the city adopting below ground solutions in other communities, why are West Seattle Communities seemingly being driven toward an unattractive above-ground solution? The community shouldn't create another unsightly "viaduct" esk structure.

Remuneration for the displaced: There has been little information from the scoping leaders about the cost assumptions for the impacted households. This assumption is a real-world subject for those of us who will be displaced in the next years to come. Without a set of explicit assumptions, how can a vast swath of the community effectively provide scoping comments? It is critical that the financial assumptions for private homeowners be included as part of the discussion.

Zoning: There is little doubt that this project will have a significant impact on the community and benefit some while displacing others. Much like the subject of remuneration, the financial result of the project will have different implications for residents depending on location. It isn't a fair process if zoning isn't those aren't discussed with those directly affected by a given solution.

End

Communication ID: 350603

Name: Paras Malhotra

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Thanks for considering my comment as you make this decision.

Thanks!

Paras Malhotra

Communication ID: 350604

Name: Melinda Jankord-Steedman

Comment:

Hello,

I live at 4117 26th Ave SW, Seattle, WA 98106, in the Youngstown neighborhood of North Delridge West Seattle. My husband and I built our house in 1978 when most of the homes were owned by retirees and the remainder were occupied by people who rented from absentee landlords. In a three block radius there were only a few families with young children who were our three children's ages.

Now 40 years later our neighborhood is buzzing with young families and an amazing number of new owner occupied townhomes and a large family friendly apartment building. The relatively new Delridge Community Center, the playfields and the Skate Park have invigorated our area. Especially welcomed was the east/west Metro route 50 bus

which linked the North Delridge valley with the Alaska Junction and Admiral shopping areas -- not to mention a connection to light rail to SeaTac airport. In short, we have seen an incredible improvement in the neighborhood in the past 40 years.

My husband and I have attended several Sound Transit meetings since the initial public gatherings in February of 2018. We were informed by reading the coverage in the always current West Seattle Blog and we have received mailers from Sound Transit as well.

I have determined that I want to support the return of the Purple line that tunnels under Pigeon Point and also tunnels into the Alaska Junction. It is the least intrusive as well as the least destructive of our vibrant Youngstown neighborhood. I think it is a sacrilege to even consider destroying affordable family homes. I understand the desire to accommodate folks who what to hurry the process, but I think it is more prudent to find the money to do this project right.

Sincerely,

Melinda Jankord-Steedman

4117 26th Avenue Southwest

Seattle, WA 98106-1237

Communication ID: 350605

Name: Joan Peterson

Comment:

I want to respectfully submit my support for the Blue option currently under consideration. The Blue option is least disruptive to existing homes and businesses, provides for the least disruptive future expansion to Burien, and preserves the ability to create new, denser housing to accommodate future population growth in West Seattle. I believe the benefits to this option out weight additional cost. There is time before construction begins to identify additional funding options and also changes in design to reduce cost. Thank you for your time and consideration

Communication ID: 350606

Name: Rebecca Davis

Comment:

I do not approve of the over ground plan for 42nd street in West Seattle. I do not want to see our side streets ripped a part. It would make more sense to put over ground/raised on a different route or potentially go underground. I understand this is complex and we really need a train to West Seattle. I use the bus everyday to go to work or other events. I want to have more options, however I want to see if we can't find something other than forcing people out of their homes and ripping up side streets.

Communication ID: 350607

Name: Erica Benson

Comment:

HI there,

We live at 4010 SW Genesee Street 98116. On the corner of Genesee and 40th in the beautiful East Alaska Junction Neighborhood. We are "STRONGLY OPPOSED TO THE YELLOW LINE OPTION" for the West Seattle light rail extension (for various reasons as outlined below.) With our comment of "STRONG OPPOSITION FOR THE YELLOW LINE" our public comment for supporting the light rail extension would be SUPPORTING THE BLUE LINE OPTION or tunnel option. We are a part of the East Alaska Junction Neighborhood Coalition and stand in support with them. Thank you for considering and letting us take the opportunity to comment.

-Erica Benson

The East Alaska Junction Neighborhood Coalition opposes the “Yellow Line” option. We are concerned that it would destroy a vibrant neighborhood. We support light rail and are excited for it to come to West Seattle, however, the Yellow Line would create a permanent scar across a signicant piece of West Seattle, displacing more than 100 households, while taking blocks of developable land o the table for future, multi-family, transit-oriented and aordable housing use. It also sets up a dangerous precedent for a future orientation that would continue to compromise developable land and slice through communities for years to come as it stretches to White Center and beyond.

Communication ID: 350608

Name: Julie Kopp

Comment:

Hello,

First of all I would like to thank Sound Transit, particularly Ron Endlich and his team for their hard work and tireless community outreach efforts. I am especially appreciative that they were willing to tour the 5th and Madison Condominium facility and meet with with homeowners.

I fully support the potential entrance locations of the 800 5th avenue location and the 910 4th Avenue (currently Bartells) location. I believe those entrance locations will serve the greatest number of Link users and minimize the physical and financial hardships on the local residents such as myself.

Nevertheless, I understand that a final decision on the entrance location will not be made for some time so I ask that the EIS address the following considerations in case the 4th & Madison/ 5th & Marion locations are deemed unsuitable and the eastern side of the 901/909 4th/5th avenue block is reopened as an alternative.

I am a resident and owner of a condominium located at 909 5th Avenue. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash, recycle and compost systems and puncture our building foundation. This would render our homes unsafe as well as unsuitable for a majority of residents who have health, family and work needs for storage and a car, and, unattractive to new buyers for the same reasons. Meanwhile the head houses would consume the only accessible public green space in our part of town.

Equally importantly, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and, at the intersection, is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. Link users will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north along 5th is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The heaviest Link user population and ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise both long term and during construction.)

Residential property value

The structural integrity of nearby building foundations.

The quantity of public green space in the Midtown skyscraper district.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/skyscraper office workers.

Further, should the 800 5th & 910 4th locations be deemed unsuitable, I ask that you consider alternate locations benefiting residents and users alike, such as:

The Sanctuary at 5th and Marion would make a spectacular station and is more centrally located for the skyscraper population. The Rainier Club would make a less spectacular but even better location, especially given the 701 4th ave 100 story tower currently in the permitting phase. I believe an entrance could be designed that would preserve the architectural integrity of either of this historic landmark locations.

Within Columbia tower, which has the highest quantity of office workers, is central to other skyscrapers, is already ADA compliant and has food & retail stores that would be convenient for users.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Julie Kopp

Resident, 5th and Madison Condominiums

909 5th Ave #2403

Seattle, WA 98164

Communication ID: 350609

Name: Jeanne Sickel

Comment:

I'm a resident on 42nd and Brandon, and I understand the City is considering taking eminent domain over the homes along 41st and 42nd to make way for ABOVE ground light rail in the future. Obviously, this is no in my favor and I'm opposed to this.

Also, I want to make you aware that in the 2 blocks between Brandon and Juneau, I counted 6 newer backyard cottages (and a few more being built). I have just finished my backyard cottage and intend to rent it to accommodate the demand for affordable rentals and to participate in urban density. This was a VERY expensive process to build this now, and with all the new "homes" (cottages) and housing that the neighbors have built, it would be counter productive to tear them out.

There has to be a better way - an underground route make much more sense for keeping existing housing. Also - I'm not sure what the plan is if you do go down 41st and 42nd ... ?? I mean eventually the rail would need to go back inland, and I wonder how many houses would be destroyed in the process?

Please add me to the record as strongly opposed to an above ground rail system - I think the idea is reckless and avoidable.

Jeanne Sickel

42nd Ave SW

Communication ID: 350610

Name: Laura Lockard

Comment:

In relation to ST considering increased taxes to pay for tunneling to West Seattle, I am already terribly concerned I will have an enormous tax bill in my retirement - when I am on fixed income. Further property, vehicle, and sales taxes will become untenable.

Communication ID: 350611

Name: Chris Peak

Comment:

Please build the West Seattle alignment underground. West Seattle needs light rail, and West Seattle needs it in a tunnel.

Communication ID: 350613

Name: Kelly Lundquist

Comment:

Hello,

Thank you for considering the community's input regarding which light rail alternative will work best for our area.

After considering your options put forth, it is clear that the tunnel will work very well in all ways for Ballard, either up 15th or 14th Avenues. The elevated track will be strongly disruptive and should be rejected; its only benefit is that it is cheaper initially to build.

Best wishes,

Kelly Lundquist

Communication ID: 350614

Name: Christa Zinke

Comment:

As a North Delridge community member, I urge the committee to reconsider the purple line alternative with a tunnel through Pigeon Point. With only two access points into the Pigeon Point neighborhood, this will make already congested access into our neighborhood for neighbors and Pathfinder K-8 families exceedingly difficult during high traffic times.

Furthermore, our neighborhood is already impacted by park and hiders from the nearby bus stop and with no additional parking, I am worried that residents will have difficulty parking their own vehicles - especially as we have more housing being constructed without parking spaces for the additional residents.

The elevated light rail also means that the city will be essentially paying to demolish buildings that are currently being constructed at higher premiums. Tunneling through Pigeon Point significantly decreases the amount of real estate acquisitions that would need to take place, acquisitions that would uproot many well established families from their homes.

As someone with a real estate background, I am also concerned that an elevated light rail would also actually bring our property values down due to the additional noise, the significant impact to the charm of the surrounding neighborhoods, and the displacement of well-established and new businesses that provide community gathering spots for neighbors.

Finally, we live in an earthquake zone. Just as the Alaskan Way Viaduct deteriorated with age and was damaged by earthquakes, so will elevated rails. I fear that we will be spending money to build an elevated rail only to replace it with a tunnel through Pigeon Point in 30-50 years at significantly increased cost. Seattle needs to be thinking about long-term solutions not short-term fixes. The current method of planning is short-sighted and does not take into account the impact on future generations of Seattle-ites.

Communication ID: 350615

Name: Lori Garlock

Comment:

I am very much in favor of the tunnel option in West Seattle. There would be loss of neighborhoods,businesses,ugly elevated structures, incredible noise & this would exponentially increase in ST4 south on 41st -IF the elevated LR goes forward. This is a long term commitment & would be around 50-100 years. Let's get this right for West Seattle's future generations.

Communication ID: 350616

Name: Brooke Collins

Comment:

Dear Brooke Collins:

Thank you for your letter to the King County Executive's Office regarding the West Seattle Sound Transit Link Light Rail scoping process.

As you directed your email directly to the members of the Sound Transit Board, including Executive Constantine, I have forwarded a copy to Sound Transit to ensure it is on the official project record. I have also forwarded a copy to Chris Arkills, Executive Constantine's transportation policy advisor.

Executive Constantine is quoted regarding his positions on the West Seattle and Ballard extensions in this article in today's Seattle Times:

[https://www.seattletimes.com/seattle-news/transportation/new-taxes-ahead-neighbors-politicians-seek-tunnels-for-future-light-rail-to-west-seattle-and-ballard/]

https://www.seattletimes.com/seattle-news/transportation/new-taxes-ahead-neighbors-politicians-seek-tunnels-for-future-light-rail-to-west-seattle-and-ballard/

Click or tap if you trust this link.")

James Bush

Communications Specialist

for King County Executive Dow Constantine

From: Brooke Collins [mailto:collins.brooke@gmail.com]

Do the right thing

I live in the path of the proposed “orange” elevated West Seattle light rail. I’m writing to ask that you look at the long term negative effects an elevated light rail through a densely populated neighborhood could have on the community you serve. Please do not be tempted by a quick and easy solution.The orange elevated line to the Alaska Junction is NOT what we voted for.

·The elevated orange line (between Avalon and the Alaska Junction) would cut through a densely populated neighborhood removing 90-120 homes, eliminating the land for future developmentin the middle of a housing crisis.

·The 90-120 homes slated for destruction are of high value, causing aloss of future tax revenue. Homes values for the hundreds of homes left near the light rail would be depressed.

·The last minute addition of the orange line was to create a North/South facing station at the Alaska Junction for potential expansion south. Look at the neighborhoods and geography south of the Junction. South expansion from the Alaska Junction would continue to destroy the very neighborhoods a southbound line intends to serve.If reaching White Center/Burien is the goal, southward expansion might make more sense from Delridge or SoDo.

·Available housing for a family of 4+ in West Seattle is scarce leaving those displaced to find new schools and neighborhoods.I have built my life here and am devastated at the thought of being forced out.

·A tunnel to the Alaska Junction makes the most sense for the future of West Seattle as a whole. Please take extra time necessary to do this right for the community and future generations of West Seattle.

Thank you,

Brooke Collins

West Seattle Resident of 15 years

Communication ID: 350617

Name: Elizabeth Lowell

Comment:

As I have been learning more about the options, I would like ST to continue evaluating all 3 proposed options (raised E-W orientation, raised N-S orientation, and tunnel N-S orientation) for West Seattle.

As part of this evaluation, I would really like to see a cost-benefit evaluation of extending light rail beyond Alaska Junction (aka to serve a relatively small population, is it worth it, or better to spend the dollars elsewhere) as well as alternatives analysis for light rail vs. increase bus service/rapid ride, more dedicated bus lanes, etc. It may be too late in the process, but there still seem to be some question marks around the logic of bringing light rail out to WS, vs. other options to alleviate congestion and provide more alternatives to residents.

My preferred option at this point is the tunnel N-S option due to the negative impacts to residents, loss of houses, etc.

Communication ID: 350618

Name: Chris Caudill

Comment:

The more I've thought about this, the less I like it.

First, I believe this system will result in a very long commute time for me. I live quite close to the Junction (15-min walk) and work in Belltown. The practical reality of the system, as proposed, includes a 15-minute walk to the station, 5-10 minute wait, 15-20 minutes on the train, and 35 minutes walking from Westlake (I believe the nearest station) to the waterfront. In short, a 6-mile commute would cost me more than 70 minutes, with 50 minutes in the rain. Time is so valuable; I just can't justify spending 140 minutes of commute time every day to use this system. I also believe a functioning transit system should be more efficient.

On top of the time, costs calculate in. Taxes have gone through the roof already, movement in my neighborhood becomes more restricted as increased development is a mixed bag - improving some aspects of life but deteriorating others. The most direct north-south access (99) has been destroyed, and the alternative costs money to use on top of the taxes. My salary hasn't gone up to keep up with rising costs, but I'm not low income so no one really cares to listen. The fact is - I just can't afford another system that doesn't provide value to me.

Third, isn't the rail system somewhat archaic? The proposed design doesn't service much of downtown, the waterfront, or Belltown as well as the majority of West Seattle. The only people serviced by this system would be the folks that live in the new condos & apartments in the Junction. It's very linear in nature, and is very inefficient for moving people. What are the expectations...that it will service 1, 2, 3% of the population? 5%? Certainly not 20, 30, 0r 50%. This design is somewhat linear, and it seems that all rail corridors travel through the same downtown block. If you don't work right there, it won't pan out! The rail system is also entirely inflexible and unable to adapt to changes in the needs of the population.

Communication ID: 350619

Name: Amanda Neves

Comment:

I want to respectfully submit my support for the Blue option currently under consideration. The Blue option is least disruptive to existing homes and businesses, provides for the least disruptive future expansion to Burien, and preserves the ability to create new, denser housing to accommodate future population growth in West Seattle.

Communication ID: 350621

Name: Sarah Chepregi

Comment:

West Seattle is one of the few truly cozy places left in our ever-growing city. A neighborhood and a community that would be totally and forever negatively impacted by a gigantic towering structure. It would be completely inappropriate for a multi-story elevated train to run through Delridge and on to loom above California Ave. A tunnel entering West

Seattle from the south of the bridge and east of the Duwamish (original "purple" route option) is very much preferred now and foreseeable into the future. Though it is well understood that the costs of tunneling are higher, they are not so much higher as to qualify moving forward with a worse plan. We have the benefit of tunneling being an option in our geography, and while more expensive, we should take it. We're spending a bajillion dollars anyway! With an elevated train, the infrastructure of the track and platforms will inhibit certain types of community growth, and knock out chunks of long standing neighborhoods. Of course, no matter the plan, human and home displacement will be a factor, but a tunnel at least doesn't monopolize the entire area. A tunnel would also keep our friends at the port north of the bridge happy, and I think we could come to a good compromise on the land use south of the bridge. It is worth bringing this option back into the forefront of conversation. Most important things to West Seattle: subtle impact / fitting in well with the vibe of the neighborhood, thoughtful use of land redevelopment options post-project, simplicity in getting to and from the stations - ie., not putting the stations in an already-squeezed-traffic-area (AKA Delridge and Andover).

PS. How about a water taxi line from West Seattle to Ballard? I imagine quite a lower price tag there... :)

Thank you for all of your work on this project!

Communication ID: 350622

Name: Sue Tanner

Comment:

I strongly favor the tunnel crossing for Salmon Bay. The ridership to and from Ballard will be huge and will grow in the future with the upzoning/increased development in that area. Service interruptions with a movable bridge would likely lead to the need to develop a tunnel crossing sometime in the future. Do it now.

I also favor the 14rh Avenue NW station, as it would not add to the busy 15th Avenue NW car, truck and bus traffic. Since the 14th Avenue station would not affect ridership, it seems like the obvious choice.

Communication ID: 350628

Name: Steven Poole

Comment:

As a West Seattle resident I am deeply concerned about any light rail alternatives that do not include tunneling through the residential areas of West Seattle. The impact of an elevated rail and stations hovering above the homes, businesses and streets of our community would have a very negative impact on our quality of life, including noise, views and consequentially, property value. The primary reason for building an elevated line through our neighborhoods, versus a tunnel appears to be solely financial. If this is correct, then such a decision would be very short sighted and ignore the long term impact on the entire community. It also raises ethical and justice issues around why certain neighborhoods have been selected for tunneling and others have not. Having lived for several years within 100 yards of an elevated train station in Evanston, Illinois, I am aware of the impact that such a station and rail line can have. The noise of the trains and the ongoing announcements over the speakers can be heard for blocks and are highly impactful. The massive structure obscures both the light and the view. It is my hope that those who will be

making this decision will keep in mind the long term impact on a community that offers a peaceful lifestyle with beautiful views and which has experienced a great deal of growth and prosperity in recent years.

Communication ID: 350629

Name: Jason Grotelueschen

Comment:

Thanks for the opportunity to comment.

I am a daily weekday public transit user (between West Seattle and downtown) and generally am excited about the opportunity to have light rail in West Seattle. My property is not directly adjacent to any of the proposed lines, but I am about 6 blocks straight north of the proposed stations at 35th and Genesee, and am a daily visitor to the Alaska Junction area, so I definitely want to be sure the project is scoped and approached in the best possible way.

Here are my thoughts:

A tunnel option, while more expensive, best serves the community and its future.

North/south expansion is important.

Reducing the impact on existing housing is important.

With that in mind:

My top choice would be the "purple line" that was thrown out in L2 planning. It seems to be the best overall option.

If that is a non-starter, then any of the 3 "blue line" options would be my next choice. I don't have a strong opinion amongst the 3 station options, but I worry a bit about the 44th and 42nd options being a bit too close to retail/density, so I think the 41st option may be best.

If neither blue nor purple are feasible, then I think the "red line" would be the next best choice, particularly because Fauntleroy coming into West Seattle is already a main road, and an elevated train could be a good fit there. I don't like the east/west station, because being able to expand to the south is important, but I think future plans could work around that.

I am opposed to the "yellow line." It displaces far too many homes and would fundamentally change the character of that entire area. Please do NOT proceed with this as an option.

Again, thank you for the opportunity to comment, and please continue to keep the general public engaged.

~Jason Grotelueschen (West Seattle)

Communication ID: 350630

Name: Ron Salsbury

Comment:

Please, please do whatever it takes to use the tunnel option so the beloved Alaska Junction does not get eviscerated and blighted by five story tracks. Beacon Hill got a tunnel to protect against blight of above ground tracks, Capitol Hill got a tunnel for the same reason. West Seattle's jewel in the Alaska Junction deserves the same protections.

Communication ID: 350632

Name: Erik Cargill

Comment:

I am writing in strong support of an option that is not being heavily discussed but SHOULD.

The “Purple Line” aligns strongly with residents of West Seattle (particularly in the north end) and the West Seattle Chamber of Commerce.

It avoids interference with Port of Seattle activities that need access to Spokane St SW.

Provides immensely less impacts on the North Delridge community and North Delridge business node. I am particularly concerned with the strongly negative effect any other line would have on the Pigeon Point neighborhood in which I reside.

Impacts of traffic from the Port of Seattle/Northwest Seaport Alliance operations, operations at Nucor Steel and traffic egressing and ingressing the Pigeon Point neighborhood (including traffic to Pathfinder School).

This line would not require cutting into the sensitive northern steep slope of Pigeon Point that is currently owned by Seattle Parks. This area is a home to a tremendous amount of wildlife including herons who come back to the area every spring to nest. Avoiding this area would also allow light rail to avoid all the 4F considerations & hoops to jump through.

The cost could be offset by several factors, not the least of which is avoiding relocation costs of homes impacted by cutting to the Pigeon Point Hill. Recent sales are all in the $1 million range for view homes in that area. The cost to purchase all impacted homes on that bluff AND mitigate all the environmental hazards would be exorbitant.

I strongly support tunneling efforts through the north end of West Seattle.

The cost of tunneling will be somewhat offset by two factors: 1) the continuing reduction of the cost of tunneling through advancement of tunneling technologies and 2) the cost savings from not having to purchase as much residential housing stock and commercial land as would be needed to complete an elevated line into and through the heart of West Seattle.

As mentioned by the West Seattle Chamber of Commerce, it is imperative that the proposed alternate “Purple Line” which as proposed would cross the Duwamish River at a more southern location be included as part of any upcoming EIS scope for these reasons:

It would more easily allow two tunnel segments to be built more easily. One under the Pigeon Point neighborhood and the second from SW Avalon Way to the Alaska Junction.

The tunnel options would increase the opportunity for more transit-oriented development

Interconnecting of existing transit systems and those to come would be far easier to accomplish

Will help to preserve the urban landscape in West Seattle by eliminating towering pillars that will reduce existing travel lanes.

Will reduce oppressive shadows that will be cast by any elevated rail line.

Reduce the potential noise pollution not only in the Delridge corridor but along any other stretch of elevated line through our West Seattle community.

Minimize the potentially vast and impactful scope of taking by eminent domain of as much existing housing stock and commercial/business properties as appears to be envisioned by any of the elevated lines.

Minimize the impact on our West Seattle businesses and traffic during the construction as seems to be envisioned by any of the elevated lines.

Light rail should exist to serve & improve the community. Any alternative but the "Purple Line" would negatively impact an area of Seattle which has strived long & hard to remain diverse while being a robust contributor to the community at large.

Sincerely,

Erik Cargill

206-852-6495

Communication ID: 350646

Name: JD Hangen

Comment:

I want to respectfully submit my support for the Blue option currently under consideration. The Blue option is least disruptive to existing homes and businesses, provides for the least disruptive future expansion to Burien, and preserves the ability to create new, denser housing to accommodate future population growth in West Seattle.

Communication ID: 350647

Name: Chris Zou

Comment:

I am strongly against tunnel options especially Tunnel station at 42nd/Alaska. Please build station somewhere else, 42nd is for people raise children.

Communication ID: 350650

Name: Anja Cerone

Comment:

Hello, I am writing to strongly urge that tunnel options be considered for light rail to west seattle, not just elevated options.

West Seattle is one of Seattle's unique and special neighborhoods that give seattle its historic and friendly feel. Although I'm excited about light rail coming to west seattle, I strongly believe that bringing an elevated light rail into the neighborhood will compromise that cozy neighborhood feel that we all love. I'm also concerned with taking away housing, when affordable housing is already becoming so hard to come by.

The proposed yellow line runs right through a neighborhood where my gym is located as well as several friends live. I know the area well, and I can only imagine how an elevated light rail would change the neighborhood feel from cozy and welcoming to cold and industrial.

On the other hand, when I imagine a tunnel rail coming into the junction, I see a healthy influx that will just add to the vibrancy of the area.

Thank you for your consideration.

Sincerely,

Anja Cerone

West Seattle

206-856-5740

Communication ID: 350652

Name: Jennifer Montressor

Comment:

In regards to the Salmon Bay Crossing and Ballard station, I prefer the tunnel option with a station at 15th. In regards to the Interbay / Ballard portion, I don't think the ST3 Representative project is viable. Keeping the train out of the roadway is preferable. I question the location of a Galer Street station, it seems like more of a no-man's land than the Prospect Station.

Communication ID: 350653

Name: Savitha Reddy Pathi

Comment:

April 1, 2019

West Seattle and BallardLink Extensions, c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Re: Scope of the EIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

I have served on the Board of Trustees of the Wing Luke Museum of the Asian Pacific American Experience since 2004. I'm also a member of Sound Transit's Stakeholder Advisory Group (SAG) for the West Seattle and Ballard Link Extensions Project. My comments below are primarily focused on the Chinatown-International District (CID) neighborhood.

Sound Transit must study a Fourth Avenue alignment in the Environmental Impact Statement (EIS). This location represents stronger connectivity between the CID and Pioneer Square neighborhoods, and the potential to revitalize Union Station and to create a regional transportation hub. I also strongly urge you to studyallthe Level 3 alternatives in the Environmental Impact Statement, and especially for the Chinatown-International District station. Decisions made today will have impacts for generations to come. When an EIS fails to examine all potential alternatives, the primary purpose of the EIS is defeated. The CID has been at the epicenter of multiple public works projects, and the EIS must take into account the heightened risk of displacement and gentrification that often comes with new transportation developments and station locations. Time and time again, the CID, its residents, businesses and community organizations have suffered disproportionate impacts of these projects, more than wealthier and whiter neighborhoods, with I-5 cutting the neighborhood in two, the streetcar construction and multiple disruptions from the nearby sports stadiums.

A multiplicity of variables must be evaluated in the EIS, encompassing the community as a whole and evaluating along racial, social, economic and environmental factors. Thank you for studying all the Level 3 alternatives in the Environmental Impact Statement, including options for Fourth Avenue alignments in the Chinatown-International District.

Best regards,

Savitha Reddy Pathi

Member, Stakeholder Advisory Group of Sound Transit's West Seattle and Ballard Link Extensions Project Trustee, Wing Luke Museum of the Asian Pacific American Experience

Communication ID: 350656

Name: Derek Armstrong

Comment:

Hello,

I'm a resident in the Ballard neighborhood and am writing to share my input on the Ballard ST3 station.

In my opinion we should prioritize reliability, up front cost efficiency, expandability of the line, and long term maintenance cost efficiency. We should take into account anything could be a detriment to ST4. In my opinion, these all tie in together. If you build it they will come and it's not a matter of being a block east or west but rather other factors (reliability and expanded lines to the east west and north) that will determine usage.

I'm leaning for the 14th option due to the price and the necessity to have an elevated immovable bridge. 15th might make more sense when extending the line north towards crown hill but I didn't see an option for an immovable bridge on 15th and it is my opinion that any delay due to maritime traffic will put usage at risk.

Regarding expandability. For the Ballard station to really be of use it must be extended north to Crown Hill and east-west from UW to Ballard Locks as a part of ST4 and that has to factor in.

One side note: If it were possible to add a pedestrian/bike lane to the bridge that would be ideal.

Hope this input is helpful. In the long run the money we save should be put towards expansions in this link network. Thanks for hearing me.

Best Regards,

Derek Armstrong

Communication ID: 350658

Name: Lisa Zerkowitz

Comment:

I believe the best option for West Seattle Light Rail is a TUNNEL.

•I think this is the best solution for future generations, and a future light rail expansion South.

•It will have the least impact on neighborhoods in regard to residential and business displacement.

•The city council passed HALA/MHA, implying there is a priority for density, and yet, the tunnel will take out entire neighborhoods.

•The extra money will be found - it has been done before, ie: Lynnwood.

•Even though voters approved “3 stations” in West Seattle, doesn’t mean it should be a requirement - many people voted “no” and others would rather it be done well, instead of appealing to a decision from a ballot years ago. Please consider 2 stations instead of 3! Can 2 stations be studied?

•An elevated line will be aesthetically unappealing.

•An elevated line will impact surface street traffic.

•An elevated line will make West Seattle urban villages un-walkable.

•An elevated line will increase litter, graffiti, loitering and camping under the railway.

•An elevated line will increase noise and reduce quality of life.

•An elevated line will increase displacement.

•There has to be some kind of comprises that can be made in order to help fund the tunnel. Also, we see sometimes that government entities can take a long time to complete something - thus making things more expensive. Let’s take time planning, but make sure construction is tight and efficient, to reduce impacts and greater financial burdens from an over-lengthy process.

•I would think that the city learned a lot from the 99 tunnel - can’t this knowledge be used for a tunnel in West Seattle?

•Please look at stations in big cities like NYC and Tokyo for inspiration - the large stations are hubs with shopping and services - a place people WANT to go to. I think creating 2 stations that have more draw, will allow for the removal of 1 station.

•I think the train system in Japan should be studied so that noise and impacts can be reduced. They do a super great job over there with public transport.

•Does Amazon want to help fund an underground station near the new West Seattle Whole Foods?

•Does Nucor want to help fund for a greater solution?

•Residents and businesses looking at displacement and/or impacts may very well be willing to help with funding - a funding campaign could help a little bit to offset the additional costs for underground.

Communication ID: 350660

Name: Linda Thorson

Comment:

Hello!

I have been a homeowner in the Alaska Junction neighborhood for 23 years. I raised my daughter here as a single mom, and am a self-employed artist working from home, so this neighborhood is the center of my life. I love it so much: the amazing community feel (on my block and in the wider neighborhood, the natural beauty, the mix of income levels, the historic little "downtown" etc. So much to love.

I support the tunnel option for the light rail project. The Alaska Junction neighborhood is booming, becoming way more populated, fast, and impatient. I know we need to receive growth, with more to come, but preserving as much as we can of neighborhood residential and business districts is vital in this corner of town. The elevated option would be a blight, and would wipe out way more of what makes this neighborhood unique than the tunnel option. Tunnels have been approved and built in many other neighborhoods in the city, and that pattern should be continued here.

As a homeowner, I would also appreciate honest information from the city about what the long-term up zone plans are for the greater A.J. neighborhood. What can we expect?

As for the station location option, I would favor the 41st option, and I do like the idea of a "Lid" that could be used as event space or some other open space concept. We're going to need it as the neighborhood becomes more dense.

Thank you for the opportunity to comment. This neighborhood is beloved. Please consider that.

Communication ID: 350661

Name: Zachary Nesgoda

Comment:

Salmon Bay Crossing and Ballard Station

Tunnel options are preferred.

Elevated Salmon Bay Crossing and elevated track in Ballard would be out of scale for the neighborhood.

Communication ID: 350663

Name: Sarah Chepregi

Comment:

West Seattle is one of the last truly cozy places in our ever-growing city. It would be inappropriate to build a gigantic towering structure to crush into Delridge and on to loom above California Ave. I believe the best choice is to bore a tunnel (the originally scoped "purple" route option) to provide the least disruption to the overall feel of the neighborhood. Although it is well understood that the price tag on tunneling is quite high, it provides the best plan for longevity and there is little purpose in spending slightly less money on a worse plan. We're spending a bajillion dollars anyway! Although all plans will create some human and home displacement, the re-development available to the community with a tunnel versus a tower is much more agreeable with the way the WS neighborhood interacts. The tunnel option would keep our friends at the port north of the bridge happy and we could come to a compromise on the best land use for crossing the Duwamish south of the bridge. Most important things to West Seattle: subtle influence / fitting in with the vibe of the neighborhood, thoughtful land redevelopment post-project, and simplicity in getting to and from the stations, ie., not putting a station in an already-squeezed-traffic-area (AKA Delridge and Andover).

PS. How about a water taxi from West Seattle to Ballard? I imagine quite a smaller price tag there... :)

Thank you for all your work on this!

Communication ID: 350664

Name: Benjamin Trigg

Comment:

From the very early days of Seattle, West Seattle has been a getaway destination from the rustle and bustle of downtown. And, while I realize that the location of our neighborhood lends itself to a relatively easy commute to downtown, an elevated railway running through our neighborhoods would exterminate, with an exclamation, the few remaining elements of the "getaway destination" feel of our hometown. We've already taken on the issues that come along with the gross overpopulation required by the new high-density housing codes and now I believe we are due a mode of transportation that fits into what's left of our neighborhood versus the other way around. As such, it is vital that any light rail solution uses a tunnel versus and elevated railway that would cut through our small town, through what's left of our hometown. Sincerely, Benjamin Trigg, Lifelong West Seattle Resident

Communication ID: 350666

Name: Jude McAlpine

Comment:

I want to respectfully submit my support for the Blue option currently under consideration. The blue option is least disruptive to existing homes and businesses, provides for the least disruptive future expansion to Burien, and preserves the ability to create new, denser housing to accommodate future population growth to West Seattle.

Communication ID: 350668

Name: Melanie Creel

Comment:

I offer my input on a plan revision I hope Sound Transit will consider for the West Seattle stations. It applies to all 3 plans.

There is vocal community concern about the cost/desire to underground the Alaska Junction segment. Moreover, the orientation of the elevated and tunnel Junction station plans suggests that a future South line would follow California Ave SW and interact with some very costly real estate/major travel corridor.

Please evaluate how either the Fauntleroy/35th station or the Delridge station may be instead given a North/South orientation in anticipation for that future southern line. One of these two stations should be designed as the West Seattle transit "hub", not the Junction station.

In turn, the California station would be a "spur" track that frees it from being necessarily oriented North/South and potentially shortens its length and thereby the cost of undergrounding.

Importantly, this approach means:

possibility for designing an adjacent park and ride and bus shelter expansion nearby the Fauntleroy or Delridge location as part of a hub - traditionally underserved areas of WS. The large Alki Lumber parcel on Fauntleroy going up for sale soon comes to mind.

avoiding the future costs and disruptions of a line that travels south down the California Ave SW spine.

potential for a smaller footprint for the immediately planned station and less disruption to the surrounding Junction neighborhood.

Communication ID: 350669

Name: Elizabeth Heath

Comment:

I support the construction of tunnels rather than an elevated railway in West Seattle

Elizabeth Heath

98106

Communication ID: 350670

Name: Katy Lloyd

Comment:

Here are my 2-cents on why there needs to be a tunnel on the West Seattle line.

My husband and I have lived in West Seattle for 23 years. We've raised our two kids here, walked our dogs, been involved in our schools and the YMCA, and gotten to know Jack at Husky Deli and Todd at Elliott Bay Brewery (among other business owners). Needless to say, West Seattle has changed A LOT in that time--much of it inevitable and not all of it bad. But the changes of the past 5 years have been head-spinning. It breaks my heart to see the rise in the cost of living parallel the rise of folks living outside. It makes me sad to see so many high rises go up while solidly middle-class, two-income neighbors are forced to move outside the city-limits. No way could we afford to buy our house today.

If I had a magic wand, I'd gladly swap the increase in our house's value to make West Seattle more affordable again. In lieu of that, I'll pay whatever additional fees or taxes are needed to pay for a tunnel. Because once the Junction is gone, it's gone forever. Future generations will thank us for not tearing it down or ripping it up.

PLEASE think longer-term than what is most expedient, efficient and cost-effective. PLEASE protect what little charm, history, and character is left of the Junction. I gladly voted for ST3--most of my neighbors are thrilled that light rail is coming to our neck of the woods. But we can't afford to lose any more of the history of this amazing community than we already have. PLEASE build a tunnel on the West Seattle line.

Communication ID: 350671

Name: Heather Hisatomi

Comment:

Hello!

We would prefer the tunneling option for West Seattle light rail. Our thriving neighborhoods and businesses would best be served by the locations of the tunnel options.

Thank you,

Heather Hisatomi

Communication ID: 350673

Name: Megan M

Comment:

I live in West Seattle. I am furious with the residents that want to choose the more expensive option for their own selfish needs rather than use that cost differential to build more light rail to more communities. I live closer to Morgan Junction and I would love a light rail stop there, rather than stop short because sound transit was forced into a more expensive option for Ballard and West Seattle. The houses that I have heard the residents are concerned about will likely be torn down in a few years for multifamily dwellings once the light rail stops are open regardless, so the need to tear down a few houses should not matter for the well being and mobility of the greater west Seattle area. Who cares if there is an "eyesore" above ground with the elevated options. It is quiet and can be made to be attractive and part of the landscape.

I hope that sound transit listens to their budgetary restrictions and goes with the cheaper above-ground options with the existing budget so that we don't have to pay higher fees and taxes to satisfy very few concerned residents.

Communication ID: 350674

Name: Clay Thomson

Comment:

The goal is moving people effectively with rail being the proposed method to achieve the goal. Driverless cars that carry fewer people but can stop in more places interspersed with regular traffic can do the job. Technology is going to increase tremendously in the next few years.

If a tunnel must be done, make it a smaller tunnel that doesn't have the rail overhead but is simple that smaller people movers run electrically through.

Sound Transit needs to spend more time working on solutions that don't pull people from their homes or have price tags in the 100's of millions. I've no doubt there are smart people at Sound Transit. It is the tunnel vision of the problem statement that leads to a one size fits all solution is what I worry about.

Communication ID: 350675

Name: Melanie Struck

Comment:

The underground stations for West Seattle is the only viable option for the future. As a career military family, we've moved across the country several times but always dreamed of returning to the West Seattle we know and love. The above ground options would ruin the look and feel of West Seattle, create unwanted noise, and drag down property values. The underground station at Capital Hill fits seamlessly into the neighborhood and allows plenty of land for tax-generating development. Can't West Seattle be the same. The best legacy we can create for our community and children is by keeping as much of the light rail below ground as possible.

Communication ID: 350676

Name: Janet Diaz

Comment:

I appreciate the opportunity to provide input on the West Seattle to Ballard light rail line project. Light rail is an important addition to our City and region, but I feeladamant that the routing and station locations must be carefully considered because of the numerous impacts it has on our community and the human and natural environment.

I am a condo owner in the 5thand Madison Building (5M) located at 909 5thAvenue between Madison and Marion Streets - one of the few condo buildings in the midtown downtown area. This building shares a seven- level underground parking garage with the adjacent 901 5thAvenue office building. There are 129 parking stalls on Levels B-D permanently assigned to the residents of this building along with approximately 124 individual storage lockers located on Levels B-D. The parking structure sits beneath both buildings and spans the entire block-face on the west side of 5thAvenue between Madison and Marion Streets. ** It is the structural foundation for the two high rises and houses substantial utilities servicing both buildings.**

Above the underground parking garage, between 5M and the 901 Office Building there is an elevated open plaza with landscaping, seating areas, trees and walkways---one of the few large open areas in the midtown downtown area.

I want to be very clear to Sound Transit (ST) planners that the plaza space shouldnotbe considered as a preferred alternative for access to the mid-town underground station. The Plaza sits on top of the seven-level parking garage. Any connection to the underground station would have to placed through the heart of the parking structure likely eliminating most, if not all, of the parking and storage spaces, and compromising building systems such as fire fighting components, plumbing, sanitation, and electrical systems located in the garage—causing substantial damage through significant loss of value and lifestyle disruption to all residents.

In addition to the significant decrease of property value through loss of onsite parking and storage there would be further detrimental impacts on 5M residents and owners; construction noise, increased traffic congestion on already busy 5thAve, and an increase in panhandlers and transient population---all further reducing property value.

If the 5thAvenue alignment is carried forward into the EIS process, then the station should be shifted north to the area between Madison and Seneca or south to the area between Marion and Columbia. Any access points for the station, no matter where it is located, should be placed in the public right of way – not on any private properties and definitely not on the “Plaza Area” next to the 5th& Madison Building.

Preferred Route: The proposed routes through “midtown” Seattle run under either 5thAvenue or 6thAvenue. I strongly endorse the 6thAvenue route through the “midtown” section of the project. 6thAvenue presents fewer potential adverse impacts to residential properties and businesses while still achieving the goals of the project. The 6thAvenue alignment also allows more flexibility in the placement of station access points and would be a closer connection to the potential I-5 freeway park/lid being studied.

The 5thAvenue alignment currently proposes an underground station between Madison and Marion Streets. We understand that the station will be about 160 feet beneath the street and will have to be accessed by a large bank of elevators – similar to the light rail station on the top of Beacon Hill. As outlined above, my main objection to the 5thAvenue Route is the placement of the midtown station access point between Madison and Marion.

Additionally, the location of an elevator building should not be considered by ST in the plaza between 5thand Madison and the 901 Building.

EIS Study Topics: The EIS should carefully consider the direct and indirect transportation effects caused by station placement and access points, loss of parking and storage, potential for changes to the foundation support structure of the 5thand Madison building, disruption of 5thand Madison critical building systems, impact of 5thand Madison residents on a transient population shift to the midtown station area, and both resident and business displacements. The EIS should also be structured to allow the various segments of the preferred alternative and other alternatives to be “mixed” and “matched” in the final route selection. This provides greater design flexibility and does not dilute the

discussion and assessment of the alternatives for each component part of the project to the detriment of the EIS's primary purpose: to provide decision-makers with a fully-informed assessment of the environmental impacts of a proposed action.

Thank you for considering these comments.

Sincerely,

Janet Diaz

5thand Madison Owner

Communication ID: 350679

Name: Ryan Malone

Comment:

Hi, I would just like to express my support for tunneling under both the Duwamish River and West Seattle. Train delays will prevent usage and in my opinion, whats the point of having it if people cant use it and doesn't adhere to a schedule . I also support a tunnel to Ballard for the same reason. Turns out we are actually pretty good at tunneling as seen by the work done from Westlake to UW and beyond, it was ahead of schedule. Also space and housing is limited lets not make it worse.

I have seen some plans that would align the Ballard station with 14th street in Ballard, I think this would be a mistake, crossing 15th is dangerous and would be a deterrent. Additionally we should have stairs and high volume escalators in all the stations. I personally believe that you get what you pay for and if we choose the cheapest options we will have a cheap solution. I want a transit system we can be proud of.

Communication ID: 350682

Name: Karen Shannon

Comment:

I live in the block that will be affected by the Delridge station. At the corner of Genesee and 26th. I just bought my home a year ago and I was unaware of the path of the project until a couple of months after I moved.

I would like the EIS to Resurrect for consideration the Yancy Street/W.S Tunnel. It may save the homes in the 2 blocks of 25th and 26th.

If not, I would like to have EIS to examine the impacts of sound, noise, light, parking, construction and property devaluation of the blue station on all the homes in the 2 block area of 25th and 26th. If this area will be used for construction staging as well as transit development- all the homes should be taken so some are not left with devalued property due to close proximity to the station and the noise, etc.

sound transit should also be much more transparent with the amount of property that will be taken for the blue station sooner rather than later- it seems they are unwilling to tell us now and use the excuse of "we don't know til it's chosen"

that's false- there is already talk with Metro on creating a bus lane on 26th- and that would require even more property take -bad news is better earlier than later.

Communication ID: 350683

Name: Patty Roleru

Comment:

My husband and I are finally retired and now being hit with the proposal of light rail taking away our home. Please look again at other proposals that would go down alaska to Fauntleroy where less single family housing would not be affected. Even better lets look at a tunnel that would be less intrusive to our neighborhood. You have really made our last chapter of our lives very unpleasant

Communication ID: 350686

Name: Tobin Brown

Comment:

I appreciate the opportunity to provide input on the West Seattle to Ballard light rail line project. Light rail is an important addition to our City and region, but I feel adamant that the routing and station locations must be carefully considered because of the numerous impacts it has on our community and the human and natural environment.

I am a condo owner in the 5thand Madison Building (5M) located at 909 5thAvenue between Madison and Marion Streets - one of the few condo buildings in the midtown downtown area. This building shares a seven- level underground parking garage with the adjacent 901 5thAvenue office building. There are 129 parking stalls on Levels B-D permanently assigned to the residents of this building along with approximately 124 individual storage lockers located on Levels B-D. The parking structure sits beneath both buildings and spans the entire block-face on the west side of 5thAvenue between Madison and Marion Streets. ** It is the structural foundation for the two high rises and houses substantial utilities servicing both buildings.**

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no matter where it is located, should be placed in the public right of way – not on any private properties and definitely not on the "Plaza Area" next to the 5th& Madison Building. _

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Thank you for considering these comments.

Sincerely,

Tobin Brown

5th and Madison Owner

Communication ID: 350689

Name: Michael Monteleone

Comment:

1. One of the elevated routes appears to run along a portion of Genesee Ave about 100 yards or less from our 36th Ave SW townhome. Can't say I'm thrilled about that. The possibility of noise and nighttime disturbances, possible parking problems, and those "unknown unknowns" not yet foreseen cause me to favor the less intrusive tunnel option.

Michael Monteleone

4134 36th Ave SW

Seattle WA 98126

Communication ID: 350693

Name: Colleen Horn

Comment:

Comment regarding Ballard station route:

Do not build elevated rail on 14th. The height of the buildings on 14th is mostly 1-2 stories. Any elevated rail structure would be a significant border vacuum for businesses fronting on 14th, a strong negative for pedestrians who walk throughout the East Ballard brewery district. For example, a top destination in this district is Reuben's Brews, on the corner of 51st and 14th, who's taproom fronts on 14th. An elevated railway would significantly hinder their taproom and its pedestrian orientation, likely harming an important small business in this Seattle commercial neighborhood.

2) Please seek specific engagement and feedback from East Ballard communities and businesses. Ballard east of 15th has different needs than Ballard west of 15th.

Communication ID: 350694

Name: Jake S

Comment:

Tunnel at 15th is the best option

Communication ID: 350695

Name: Alissa Haslam

Comment:

Hello there,

I am a homeowner in West Seattle on 42nd between Brandon and Findlay and understand that Sound Transit is considering an above ground option for the new W Seattle light rail extension that could result in eminent domain and forced sale of my house.

I am an avid public transit rider and voted in favor of all ST packages and am proud to put my taxes to use for public benefit. However, I am opposed to the above ground option that would displace a number of residents, and renters in the area. My wife and I recently built a backyard cottage and are excited to make this accessible rental available and a number of my neighbors have done the same. The above ground option puts our homes and those we rent to at risk.

Please, please I urge you to move forward with a tunnel option, it works so well for Beacon Hill, Cap Hill and the U District and would be of greater benefit to W Seattle and the businesses and residents in our neighborhood.

Communication ID: 350697

Name: Suzanne Youles

Comment:

I am commenting on the West Seattle Light Rail project.

I have been to public meetings at every stage of the project.I have observed the evolution of the various routes and I believe there is really only one option – underground rail line and stations.

This project must be viewed in context of everything going on in Seattle, taking into consideration the needs of the city, not just the cheapest transit project.Seattle is hungry for housing and especially affordable housing.In all other Sound Transit projects, building multi family housing near light rail stations has been high on the agenda.So, I find it curious that in West Seattle the rules have changed.Why is an elevated option two of the three now being considered?An elevated track and station would take nearly two blocks to accommodate all along the route – making miles of land no longer available for housing or business. This is contrary to everything else the city is trying to accomplish. Its also contrary to all the other light rail expansion projects in neighborhoods.This project needs to have some vision not for the next 10-15 years but the next 50+ years.Now is not the time to be pennywise and dollar foolish.If we are to meet the needs of the Seattle of the future, we need more housing, not less. Seattle is hungry for smart, thoughtful transit that will build and grow neighborhoods not blight them.Seattle has amazing talent – get creative and take the time to develop something that is truly worthy of this city and its future.

During the scoping study please investigate:

Loss of land use for housing and business of an elevated line vs tunnel

Sound and light pollution of an elevated line vs tunnel

Traffic congestion and road removal and re-routes of an elevated line vs tunnel

The TRUE cost of the various options – residents displacement costs, business displacement costs, taking land out of use for multi-story, multi-family housing…..

Soft costs like loss of community, increased crime, safety, maintenance etc..for elevated vs tunnel

Allow the community to see the full cost breakdowns and assumptions.

Thank you

Suzanne Youles

3224 SW Genesee Street

Communication ID: 350703

Name: Garry Richards

Comment:

Do not support the tunnel options. Extra cost does not seem justified.

Communication ID: 350706

Name: Elizabeth Campbell

Comment:

My concern is that this project get done as soon as possible and not languish in some long, drawn out process. All things being equal I think ST is doing a good job of staying on a tight schedule to do the process. However, in terms of the actual construction I would like to know more in the EIS how the project's timeline can be affected so that construction proceeds as rapidly as possible - for example incentives for contractors, noise variances that allow construction to take place around the clock, for example. Are their purchasing practices that can be put in place to ensure that materials and supplies, even the cars themselves are manufactured so that there are no delays, unnecessary delays at least.

Then, I would also like to see more attention paid to costs. In a sense the financing is a known quantity, however, staying within the financing that was set in place with the ST3 package is an important factor. Now that this project is becoming more of a reality all of a sudden groups and neighborhoods want to put their imprimatur on the project and demand that it conform to their specifications - specifically the matter of tunneling large portions of the project.

It is my understanding that the general ST3 package was not put together with that approach in mind - that a great deal of the project was expected to be combos - elevated and tunneled; but that the money did not exist to wholesale put the system underground. ST has provided some information about costs - I expect to see more in the EIS process, but especially I would like to see how the demands now to tunnel more affect the project and affect the likelihood that it can be completed using the existing financing that ST3 put in place.

In addition, while many may not think about this - I would like to see some emphasis on aesthetics. On the quality of the experience riders might have - in a tunnel versus in an elevated setting.

To the first consideration, aesthetics - please - could there be some consideration of for example using a world renowned architectural/engineering firm or designer to design stations or the elevated portion of the ST system so that it is unique, appealing, inspiring, and not in conflict with the built or urban environment this is going to be placed in? Please consider that factor in the EIS.

To the other consideration - what would a rider's experience be on the trains? Would they have views and a vista on the city that would make the ride less tedious, provide some relief from the on-the-ground existence they experience? Are their other amenities that could be worked into the cars that entertain or make the ride more interesting or inspirational?

In regards to the stations - please also consider the financial, cultrual, and utility of those stations - rather than being just a place to hop in and out of trains could they be a destination? Could they be places where people gather, stop to shop, drop of their cleaning, or even dine out, grab a coffee or after work drink? What kind of amenities are available to the communting and traveling public? How are the stations operated so they have a revenue component that helps defray their cost?

This leads to another consideration that I believe also important - using sustainable energy to operate the trains. Are their opportunities using solar panels either along the causeways of the elevated portions of the system, or even on the trains themselves that help generate some electricity - either for the system itself, or maybe for nearby neighborhoods - a dual sustainable energy putpose?

Finally I would like to see the EIS handle the matter of land or water crossings that require bridges to likewise give a nod to structures that are more than utilitarian but are also iconic as appropriate. We can always design and engineer boring structures that are oh so functional, but here is the problem, when one leaves Seattle and the core Puget Sound

region and looks around the world - internationally the design and engineering of such structures as bridges and stations of almost every kind exhibit a far superior sense of inspirational human endeavor than what we have done in our area to date. Please address the cost, the advantages to quality of life, to even how much more a system that is welcoming to people might be used more in comparison to one that is dull and merely utilitarian in scope.

Thank you for your time and consideration of my comments - on balance I appreciate ST relatively conservative approach to delivering a project within the ST3 financial capacity as opposed to blowing through that budget and caving into demands for the customized version that serves the best interests of fewer people at the expense of many.

Time will tell whether ST can hold this all together before the process fragments and the financing and project delivery dates get thrown out the window. At age 65 I'd like to see this system completed before I die.

Communication ID: 350710

Name: Deane Wang

Comment:

Please consider the long-term effects on the character and livability of the neighborhoods that the Link will serve and impact. While the tunnel option is considerably more expensive, it does preserve the character of the Junction "downtown" and make it feel more people friendly. The Junction should evolve into a pedestrian-friendly destination for both residents and visitors into the next century. Investments today also benefit the future residents (but they have no voice today).

Thanks for the opportunity to provide input.

Communication ID: 350711

Name: Carmel Slee

Comment:

I am curious about the eniment domain and would like to know how that's figured in and what figures are included and also when are people notified? everyone should know whether they are in line for the purchase before it's agreed to.

Communication ID: 350714

Name: Elizabeth Campbell

Comment:

One comment I neglected - please mobility and support for those with disabilities. Long walks, distances, and places to sit - this is a huge consideration for people that have ambulatory problems, for people that use assistive devices like scooters and wheelchairs, and even for people that use baby and child strollers.

Typically public installations give short shrift to this part of the human experience. People with disabilities are given circuitous or non-premium access to the public spaces, forced to walk or travel far larger distances to access the same locations for service access than able bodied people. They are routed away from the "good spots" and forced to endure more impediments to access than others not so constrained.

Then - seating realistically has a dual purpose - it provides relief but also opportunities for relaxation, brief respites, and even placemaking opportunities, focal points where people interact with one another. There is very little seating in public spaces when it comes right down to it. Please consider this as part of the EIS, how well does the system, stations, and access points to and from the stations meet the needs of people with mobility and disabilities?

Thanks again!

Communication ID: 350720

Name: Gina Kaukola

Comment:

We live on 23rd SW between Sw Genesee and SW Dakota. We will be greatly impacted by the height of the light rail, the noise and the aesthetics of the light rail if it is an elevated option on Delridge Way. Our western view would be the tracks of the light rail. I favor and option that would tunnel under both Pigeonhill and the Junction. You did it on Beacon Hill ! We have tons of beautiful nature / eagles, osprey, herons, owls amongst the industrial views of West Seattle. Don't disturb it.

What about floating it over NuCore and going up or on Avalon Way which is already a transit hub. You could pick up riders from Admiral as well as Delridge. Theres also more room for a parking lot for folks and buses .

Communication ID: 350726

Name: Jude McAlpine

Comment:

Dow,

I, and my neighbors are very unsettled about the Sound Transit elevated rail option being considered to come into West Seattle junction in the year 2030 and beyond. We are even more unsettled about the Light Rail elevated option being considered to be placed in a north/south direction in preparation to head south to White Center/ Burien via 41st Avenue SW in ST4 in 2030-2040.

I have lived in my 1923 Cottage Bungalow for 21 years, and have built a backyard cottage on my property to care for my aging mother (83 years old). My neighbors have lived in the Fairmont Park neighborhood for decades, some of them half a century. It is unconscionable that Sound Transit is considering to obliterate neighborhoods around the

Alaska Junction to build an elevated light rail to the Alaska Junction with the intention to go south to Burien over our community, through our neighborhoods! We did not vote on this option! We voted on light rail coming to West Seattle. We voted on it coming to the Alaska Junction. Our understanding was that it would happen on the main streets or arterial streets, not our neighborhoods!

I have been spending my evenings and weekends going door to door in my surrounding neighborhood of Fairmont Park. I have to tell you that not ONE neighbor was even aware that an elevated light rail was being considered to come down 41st Avenue SW in 2030-2040. Not one! Our neighbors, as you can appreciate, are busy living their lives, working, raising families, caring for elderly parents, going to soccer and track practice etc. Our neighbors don't have the time to proactively go out to the Sound Transit site or the West Seattle blog to see what's happening with the newest Sound Transit proposed routes. Everyone is living their life. Sound Transit should be going door to door (like I have been) to educate people on the alternative options and routes. This Orange line came at us too suddenly, and you have only given us 6 weeks to respond! How can Sound Transit plan a route for the next 100 years and only give residents of the Orange line 6 weeks to respond!

We need to build this right the first time! Even if it takes more money, and more time - we deserve to have a tunnel in West Seattle. Take 5, 10, 15 more years to sort it out. We deserve a tunnel coming to the Alaska Junction and surrounding neighborhoods. Capitol Hill has a tunnel, Beacon Hill has a tunnel, Queen Anne will get a tunnel, U-District gets a tunnel - are we second class citizens in West Seattle? We deserve a tunnel too!

Please do not displace West Seattle residents for an elevated train! Please do not approve an elevated train to come to the Alaska Junction and through our neighborhoods. Please do not approve an elevated train to go south through our neighborhoods to Burien. It needs to come through arterial streets! West Seattle is a beautiful place to live, and please fight for us to keep it this way for the next generations to come.

West Seattle wants a Tunnel! We want a tunnel to the Alaska Junction. We want a tunnel if/when it goes south to Burien. DO IT RIGHT THE FIRST TIME!!

An elevated light rail system in West Seattle is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

removing 120**existing households in the Junction area alone,**in the middle of a housing crisis

**displacing hundreds of more homes **to support ST4 when Sound Transit wants to go to White/Center Burien in 2030-2040

takingblocks of future developable, transit-oriented affordable housingoff the table

reducing/depressing home valuesanywhere near the elevated light rail

reducing property taxesalong the immediate route of light rail (due to reduced home values),

increasing noise near residences, and

creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.

The neighborhoods surrounding the Alaska Junction was recently hit with the HALA upzoning. If you bring an elevated train to the Alaska Junction, you will be wiping out neighborhoods that have been recently upzoned to create density and affordable housing. If we have a tunnel, the city can build apartments, and condos above the tunnel.

Furthermore, the orange line option in the Junction would create a terrible precedent for future Sound Transit development in other Seattle neighborhoods and beyond. By a establishing the terminus of this spur line as an elevated

installation we will be setting the precedent for the lines extension south to White Center to also be elevated right through the core of several residential neighborhoods.

Much has been made about a north/south alignment at the Junction. We need to think carefully about the reality of this as an option. Not only because it is a devastating idea to extend elevated light rail through the heart of West Seattle,** but also because the likelihood of it happening, south on 41st Ave is low, given challenging geography, as well as studies already questioning ridership. **Meaning there is no reasonable argument for studying the orange line. It is an idea that is simply without merit.

**Please take the orange line that bisects the Junction neighborhood off the table. **

Nowhere in the Sound Transit system has light rail been this disruptive and with negative impacts that will reach well beyond the boundaries of the blocks directly affected. It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. If a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. This is permanent infrastructure that will change the face of West Seattle for decades to come.

Sound Transit must align with city and county planning to ensure future north/south extensions are being conceived in a manner that makes sense, again, with broader planning efforts, while following an existing right-of-way, or funded tunnel option, rather than arbitrarily creating a dead-end structure that destroys the heart of a community.

Please do the smart thing for West Seattle, for the future of our community and our neighborhoods. Please roll up your sleeves and do the right thing.

Please do not choose cost and calendar over community.

It is no longer enough to simply say you are in favor of a tunnel. It's time to begin to think creatively about how we can find a way to fund this option. It is not okay to put an entire neighborhood in limbo for lack of leadership.

**I am part of a coalition of West Seattle neighbors that is active, vocal and growing. **It is critical that we get this right. This is a generational decision for the city. We just removed an unsightly barrier. Let’s not create another one.

Please commit to our community of West Seattle to make this a reality.

Thanks for your consideration

Jude McAlpine

Communication ID: 350727

Name: Patrick Gordon

Comment:

In ,looking for an efficient and cost-effective solution, it seems the ST# Representative Project (Red elevated) is the most direct with the least impact on existing residential and commercial development as well as street infrastructure. My suggestion is that locating two stations (one at Delridge and the other at Alaska and 41st) brings access to two areas that can be further served by bus or shuttle to access a very large part of West Seattle and Delridge without the visual and physical impact of elevated tracks. A shuttle running north and south along California from the Admiral neighborhood to Fauntleroy Cove can connect a huge an entire neighborhood without any environmental impact on that neighborhood.

A similar approach north and south along Delridge would do the same.

Communication ID: 350728

Name: MJ Greco

Comment:

Hi,

These are my preferences regarding new transit system to West Seattle:

Tunnel (NOT above ground tracks and stations)

Station location on 41st (NOT 44th)

Communication ID: 350731

Name: Ray Shea

Comment:

I am a new resident & homeowner in the Fairmount Park neighborhood of West Seattle. I moved here because I love the "urban village" feel of it, the views of the Sound and the mountains, the walkability, and the predominantly residential feel. I am very excited that direct access to light rail is in our future.

I am not informed enough to have an opinion about the route options affecting North Delridge.

However, I consider the proposals for pushing an elevated train through the heart of Genesee and Junction to be unacceptable.

The only options that make sense are ones where the terminus near Alaska Junction must be pointed south, to facilitate future expansion towards the south. But an elevated track along these routes, possibly 5 stories high, will literally blot out the sun. It will be taller than most structures in the neighborhood. It will rip through the center of long established neighborhoods, displacing hundreds of residents and homeowners. These two things will wreck the character of both the Junction and the neighborhoods it serves. And southward expansion of an elevated line would be poised to take out thousands more homes in the future.

We need a tunnel. Every non-industrial/non-stadium neighborhood between UW and Beacon Hill has a tunnel. West Seattle is an old, established, integral part of the city and it makes no sense to tear down wide swaths of the neighborhood and negatively change the character of the spiritual and commercial heart of the entire peninsula with elevated tracks and stations.

Please put tunnel options back in the plan.

Thanks.

Communication ID: 350732

Name: Graham Gale

Comment:

While more expensive in the short term, the best long term option is a tunnel under the West Seattle Alaska Junction. Similar to Beacon Hill.

Communication ID: 350733

Name: Lillian Szugyi

Comment:

I am in support of a light rail system with the least amount of impact to homeowners and existing single-family neighborhoods. I am particularly concerned with, and oppose, the idea of a future north/south expansion that would cut through 41st, 42nd, or 44th Ave SW. It would make more sense to split south at Delridge to head toward White Center/Burien/etc. for a south expansion, and make the Junction the spur end of the line. It does not make sense to expand south from the Alaska Junction, taking out blocks of single family homes and displacing hundreds of people. Not to mention, property values around these streets would be lost, it would create a visual blight in this area, and the increased noise and vibration from the light rail will have a negative impact on those who live in these neighborhoods. I understand the need and desire for better transit in and out of West Seattle, but we need to do this the right way.

Communication ID: 350736

Name: Jon Wright

Comment:

West Seattle wants light rail, but please do not destroy West Seattle in the process.

Mammoth pylons and a sky-high guideway right through the heart of West Seattle will seriously impact vulnerable neighborhoods and the commercial heart of the community.

Beacon Hill got a tunnel, Capitol Hill got a tunnel, Roosevelt got a tunnel; West Seattle should also get a tunnel.

A tunnel will minimize impact to the community. A tunnel will allow more flexibility to siting stations. A tunnel will also maximize transit oriented development possibilities.

Please build the so-called purple line that tunnels through Pigeon Ridge and then tunnels to the Alaska Junction.

Please ensure stations allow for maximum transit oriented development.

Please build stations to accommodate multi-modal transfers.

Please build stations to maximize walkshed.

The people of West Seattle want light rail and support ST3, we just want it done right.

Respectfully,

Jon Wright

4840 46th Ave SW

Seattle WA 98116

206-601-7783

jon.wright@spudboy.com

Communication ID: 350737

Name: Jeremy Normann

Comment:

I , and my girlfriend. have a lot of "sweat equity" in our home. I was told by a neighbor who went to a private meeting that you would take our homes with all the elevated and above ground options I live near Trader Joe's on 38th st. We do not want to lose our homes. the website is a s clear as mud on this. Please do not take our homes, we have old homes and would not afford shiny new giant homes, nor do i want to lose my tiny yard.My girlfriend feels even stronger about this as her garden is her respite from a very stressful job.

Communication ID: 350739

Name: John McAlpine

Comment:

West Seattle is the largest of all the communities that make up Seattle. Please don't destroy our community with an elevated light rail ending north/south on 41Sr Ave SW. This would be a blight to our neighboorhood. In addition at this time 100+ residences would be upended. If ST4 continues down 41st Ave SW there will be additionally 100's of additional residences upended.

TUNNEL..... Please bring a tunnel into the Alaska Junction and do not upend our community by spending the life's of so many West Seattle residences.

Thank you

Communication ID: 350740

Name: Tom Griga

Comment:

Understand there are a lot of issues to balance but I am concerned that recent opposition to the preferred alignment route in CID and Delridge could slow the project down and raise costs. We need expanded light rail now in Seattle right now.

I hope the Board can find ways to keep expedite the schedule and minimize escalating costs from the opposition of a few landowners.

Thanks,

Thomas Griga

7322 17th Ave NW

Seattle WA

Communication ID: 350741

Name: Will Singer

Comment:

With respect to the Junction area, the West Seattle Elevated alignment is deeply flawed and should not be considered in the EIS process. This alignment ends with a north-south station for potential future expansion, but it requires substantial destruction of existing housing. In addition, the future expansion of an elevated line from the proposed Junction station would require further destruction of existing housing on the way to future stations. The destruction of this housing is so unlikely to receive political support (in the near term or in the distant future) that the West Seattle Elevated alternative should be abandoned now and not studied in the EIS. Continued consideration of a political non-starter would be cruel to the people who live in the affected area and serve no useful purpose.

Instead, the EIS should evaluate only the elevated ST3 Representative Alignment and the West Seattle Tunnel alternative. These options present the essential trade-offs in West Seattle: the Representative Alignment is within the original ST3 budget, while the pricier Tunnel alternative accommodates potential future expansion without gratuitous destruction of housing.

Communication ID: 350743

Name: Stephanie Haynes

Comment:

We have heard that you plan on taking our homes on and near Oregon St. We live at 4446 38th AVE SW. I went to a couple of meetings and it did not seem as though this was the plan. My neighbor told us this week she went to a meeting and said our homes would be taken with any of the above ground options, elevated or otherwise. Please do not take my home. It is all I have.

Communication ID: 350744

Name: Daniel Gero

Comment:

As an architect and resident/property owner in West Seattle, I strongly oppose selection of an elevated light rail system in the Fauntleroy/Alaska Junction area. Elevated transportation structures are being removed all over the country for a multitude of reasons. They are only appropriate when no other solution is possible, which we know is not the case.

There are multiple reasons elevated structure are problematic. Here are a few that come to mind:

Limiting Future Development

The extent and permanence of elevated concrete structures will encroach on developable property. It will limit the number of commercial and residential facilities that can be built there. It will also impede automobile access serving such facilities.

2. Undesirable Pedestrian Experience

The reduction in daylight and views are just two ways the pedestrian experience will be negatively impacted. Here are others:

- Columns will provide hiding places, making the sidewalks feel unsafe, in addition to obstructing walking paths.
- The sense of scale will change considerably, dehumanizing the experience.
- Noise from trains and equipment will travel far into residential neighborhoods.
- Birds will roost in pockets of the structure, potentially becoming a nuisance.
- For ease of maintenance, the right-of-way around the structure will likely be paved, reducing green space and increasing trapped and radiated heat.
- Vegetation in general will be greatly reduced, including trees, bushes and grasses.

3. Destruction of Natural Environment and Habitat

This introduction of massive concrete structures will displace natural resources necessary for birds and other animals to survive. Complex vegetative and soil ecologies will be removed, denying the availability of food and habitat for birds and other indigenous animals.

- Blockage of sunlight and rainwater will significantly limit growth of trees and fruit-bearing bushes.
- Increased paving will cause ambient air temperatures to rise, to the detriment of existing vegetation and existing wildlife.
- Habitat for pests such as rats, insects and nuisance birds may be increased by the conditions list above.

Additionally, the increase in paved surfaces around the structure will inhibit percolation of rainwater into surrounding soils and aquafers. This will increase storm sewer volumes and decrease naturally filtered water sources for clean water uses.

4. Negative economic impact.

For the reasons above, we can expect commercial activity to diminish. Because an elevated structure would desolate the pedestrian experience, local small businesses that depend on a vibrant sidewalk environment will suffer a loss in patronage and associated revenue. State and Local government can expect a tax revenues to drop in kind.

Similarly, residential property values should be expected to decrease in the general vicinity of the proposed elevated structure, negatively impacted that tax revenue as well.

Additionally, compared to an underground structure, the maintenance cost to the transit authority can be expected to be higher for the following reasons:

- Structure, tracks and equipment exposed to weather
- Structure, tracks and equipment exposed to vermin
- Structure, tracks and equipment more difficult to secure and exposed to vandalism (and attack).
- Maintenance of public right of way landscaping (if any).

While I am a zealous proponent of public transportation in all forms, my opinion as a neighborhood resident and a Registered Architect is that the proposed elevated light rail would be detrimental to the built environment. I believe public transportation is good for communities, good for business and good for the environment, and I am happy to support it with my tax dollars, but if it must come with an elevated railway I would argue that it not be built and that other means of rapid transit be pursued.

I support the light rail tunnel solution and I trust that the good elected officials of the West Seattle neighborhood, the City of Seattle and the State of Washington will agree. I remain faithful that the civil and transportation engineers who share my values and responsibility as fellow stewards of the built environment will agree. I understand that a thorough development proposal must explore all viable options so that the right one can be objectively determined. So I feel confident that you will make the right choice and select the tunnel option, or none at all.

Respectfully,

Daniel Gero

WA Registered Architect #9676

4001 38th Avenue SW

Seattle, WA 98126

Communication ID: 350745

Name: Zoltan Szugyi

Comment:

I am in support of a light rail system with the least amount of impact to homeowners and existing single-family neighborhoods. I strongly oppose, the idea of a future north/south expansion that would cut through 41st, 42nd, or 44th Ave SW.

It would make more sense to split south at Delridge to head toward White Center/Burien/etc. for a south expansion, and make the Junction the spur end of the line. It does not make sense to expand south from the Alaska Junction, taking out blocks of homes and displacing hundreds of people without reasonable compensation. This would also add considerable costs and wasted time for both the city and the homeowners due to negotiations and legal issues.

Not to mention, property values around these streets would be lost, it would create a visual blight in this area, and the increased noise and vibration from the light rail will have a negative impact on those who live in these neighborhoods. I understand the need and desire for better transit in and out of West Seattle, but we need to do this the right way.

Communication ID: 350746

Name: Kate Nielson

Comment:

I do not think that we should spend the extra money for a tunnel.

Communication ID: 350747

Name: John McAlpine

Comment:

Use the Avalon or Delridge station as the future link south and not the Alaska Junction station.

Communication ID: 350749

Name: Matthew Clark

Comment:

I'm excited by the prospects of having light rail come to West Seattle. Memory of the ill-fated monorail still persist along with the hopes and dreams of an alternative way to move people to and from West Seattle that avoid cars. The new route and proposals are exciting.

In my mind, the best way to move forward is tunneling with an underground station at either 41st or 42nd Avenue. This serves the West Seattle Junction Urban Village and also supports bus routes traveling north & south along Delridge while minimizing impact from right of ways and construction overall to the community.

Over the last 16 years that I've lived in the West Seattle neighborhood, I've seen the amount of congestion grow, the community swell and need for alternative transportation methods increase. I fully support the move towards light rail and specifically a tunneling option. When considering the goals of this project, the tunnel option ticks all the boxes including increased mobility, equitable growth options near the stations and most importantly, the tunnel option encourages a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.

We need light rail and we need it below ground to have the greatest positive impact on our neighborhood while minimizing staggering encroachment through above grade options.

Thank you for considering my perspective and opinion. I look forward to our future with Light Rail.

Matthew J. Clark

resident and small business owner in West Seattle

Communication ID: 350751

Name: Lars Lindblad

Comment:

A tunnel into the heart of West Seattle is the only solution for livability and long-term sustainability. This is a once-in-a-multiple-lifetime decision.

Communication ID: 350752

Name: John Schaap

Comment:

As an avid year around golfer and former West Seattle resident I am concerned about the impact the light rail project will have on West Seattle Golf Course, which is in the opinion of most Seattle area golfers, the best municipal course in the Greater Seattle area. The impact of the project needs to be minimized so that the footprint of the course is retained. Thanks for your consideration.

Communication ID: 350753

Name: Aimee Riordan

Comment:

After over a year of study and public input, Sound Transit has proposed an ST3 representative line that is deemed difficult for future expansion, a tunnel option that requires as-of-yet unsecured additional funding, and a destructive and unpopular elevated (yellow) rail line.

By their own admission in recent meetings, the Stakeholders Advisory Group, and even members of the Elected Leadership group, have voiced concerns over being unprepared to make decisions critical for moving forward.

It's imperative that you take a moment to reconsider the schedule for making this recommendation.

For, it's critical that we get this right. This is a generational decision for the city. We, as members of the community, have been working hard to ensure all impacted and interested residents take the time to file comments.

It is now up to you to make sure these voices are heard.

Please reconsider the current timeline if it is not possible to collate, organize and communicate public comment before the votes are scheduled and, importantly, with enough time for those responsible for making these critical decisions to be able to digest and understand this information.

An elevated light rail system in West Seattle is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail (and specifically the yellow line) would negatively impact our community by:

· removing 120 existing households in the Junction area alone in the middle of a housing crisis,

· taking blocks of future developable, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail,

· reducing property taxes along the immediate route of light rail (due to reduced home values),

· increasing noise near residences, and

· creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential.

The lack of affordable housing in Seattle, or any readily available housing stock is a well-documented and growing problem. Sound Transit should carefully consider the implications of displacing (by its own estimates) more than 100 households when there are other viable options for development that would be far less disruptive, while keeping land on the table for future, transit-oriented development to better support Seattle's future housing needs.

By Sound Transit's own admission, $700 million is a back-of-the envelop calculation and it be less after additional studies are conducted. Equally expensive, potentially, is taking 100 properties off the tax roles for 100 years. Arguably more expensive, is destroying the heart of West Seattle, it's central meeting place and the vibrant soul of a thriving community with elevated light rail.

Moreover, Sound Transit should also consider the broader impact the elevated 'yellow' line would have on the community given that many of the displaced households include current (or future) students enrolled in neighborhood schools.

Many residents subject to relocation along the Yellow alignment have chosen to live in the interface between the urban village and established single-family homes. Our neighborhood is one of classic Seattle, traditional and evolving, vibrant, walkable and diverse. After displacement, what reasonable opportunity for relocations exist that offer the same quality of life and the same neighborhood schools these families have chosen?

Furthermore, the yellow line option in the Junction would create a terrible precedent for future Sound Transit development in other Seattle neighborhoods and beyond. By a establishing the terminus of this spur line as an elevated installation, we will be setting the precedent for the lines' extension south to White Center to also be elevated right through the core of several residential neighborhoods.

Much has been made about a north/south alignment at the Junction. We need to think carefully about the reality of this as an option. Not only because it is a devastating idea to extend elevated light rail through the heart of West Seattle, but also because the likelihood of it happening, south on 41st Ave is low, given challenging geography, as well as studies already questioning ridership. Meaning there is no reasonable argument for studying the yellow line. It is an idea that is simply without merit.

Please take the yellow line that bisects the Junction neighborhood off the table.

Nowhere in the Sound Transit system has light rail been this disruptive and with negative impacts that will reach well beyond the boundaries of the blocks directly affected.

It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle and commit to seek the necessary state and national funding to make that happen. It is no longer enough to simply say you are in favor of a tunnel. It's time to begin to think creatively about how we can find a way to fund this option.

If a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. This is permanent infrastructure that will change the face of West Seattle for decades to come.

Sound Transit must align with city and county planning to ensure future north/south extensions are being conceived in a manner that makes sense, again, with broader planning efforts, while following an existing right-of-way, or funded tunnel option, rather than arbitrarily creating a dead-end structure that destroys the heart of a community.

Please do the smart thing for West Seattle, for the future of our community and our neighborhoods.

Please roll up your sleeves now and put the work in, now. It is not ok to put an entire neighborhood in limbo for lack of leadership.

Please do not choose cost and calendar over community.

I am part of a coalition of West Seattle neighbors that is active, vocal and growing.

We just removed an unsightly barrier from our growing, vibrant city. Let’s not create another one.

Please commit to our community of West Seattle to make this a reality.

Aimee Riordan

aimee.riordan@gmail.com

Communication ID: 350754

Name: Seth Orr

Comment:

Please don't spend a lot of extra money on a tunnel for the West Seattle link. Elevated will provide similar ridership gains and benefits, will more money left to spend on other parts of the system.

Communication ID: 350755

Name: Mary Fleck

Comment:

Concern about Longfellow Creek. We need to day light this creek to improve it as a salmon habitat. I am concerned how the light rail would impact the Longfellow Creek.

I oppose an elevated rail at the Alaska/California junction.

Mary Fleck

4511 50th Ave SW

Seattle, WA 98116

Communication ID: 350757

Name: Tom Marshall

Comment:

The West Seattle Golf Course is the gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similar to Beth Page Black and Torrey Pines.

With 56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route choose a route which will minimize the impact on the course in order to maintain its historical design and environmental Integrity.

Gratefully, Members of the West Seattle Golf Club.

Communication ID: 350758

Name: Sarah Mosley

Comment:

Both elevated options for West Seattle are way too close to the Alaska Junction and will displace many businesses and housing and this will change the vibrant nature of this neighborhood hub. Please consider a tunnel to avoid having to demolish so many homes and businesses.

Of the 2 elevated options, the red route seems to be less disruptive to current infrastructure.

Please consider connecting Burien to light rail from the airport. Connecting Burien through West Seattle will be a much longer run and the demand for transportation between Burien and West Seattle is low.

For future expansion to the south (Westwood/Burien), please consider going down a current arterial instead of a residential street (41st). The best way to connect West Seattle to Westwood/Burien would be through the Delridge station, because you would eventually need to go down Ambaum, and that is very far east of 41st, so it would make more sense to go down Delridge from the Delridge station.

Communication ID: 350759

Name: Diane Darling

Comment:

I was horrified to hear about the plans to put elevated light rail in the Alaska Junction area of West Seattle. That would totally change the nature of West Seattle for the worse. Even with all the increased growth and new apartment complexes, the Junction area is still a relatively peaceful, attractive and lively hub for shopping, dining, walking, and residential living. An elevated transit line would have such a negative impact on that area. I'm also extremely concerned about the number of people who would be displaced and hurt financially if their houses were removed to make way for the transit line. That seems like a dumb thing to do when we're already dealing with a housing shortage.

I would like to see a tunnel instead, and urge Sound Transit leaders and decision-makers to give that more serious consideration.

Communication ID: 350761

Name: Alicia Lewis

Comment:

I want to respectfully submit my support for the Blue option currently under consideration. The Blue option is least disruptive to existing homes and businesses, provides for the least disruptive future expansion to Burien, and preserves the ability to create new, denser housing to accommodate future population growth in West Seattle.

Communication ID: 350764

Name: Will Singer

Comment:

With respect to the timing of the West Seattle light rail extension, the ST3 Representative Alignment loses sight of its purpose and need. As proposed, light rail would connect West Seattle to Sodo—but not downtown—by 2030. Downtown-bound riders from West Seattle would have to switch trains at Sodo and squeeze onto trains that today are near crush loads and will in 2030 be even more packed with riders all the way from Tacoma Dome. This lousy rider experience would not be much better than existing bus service. Only with the opening of the new downtown tunnel will West Seattle riders have a direct connection to downtown and will the purpose and need of the West Seattle link be fulfilled.

Therefore, potential time delay of the West Seattle Tunnel alternative is hardly a negative. Like the UW and Capitol Hill stations, the West Seattle link should be a success on the day it opens.

When evaluating potential alternatives (and the potential construction delay of a tunnel option), the EIS process should keep this in mind.

Communication ID: 350767

Name: Denise Lathrop

Comment:

Attention Sound Transit:

Attached is my scoping comment letter for the West Seattle and Ballard Link Extension. I tried to copy the text into the e-mail but the formatting didn't carry through.

Please feel free to contact me if you have any questions or difficulty opening my letter.

Thank you.

Denise E. Lathrop, AICP

5011 41st Avenue SW

Seattle, WA 98136-1203

April 2, 2019

Sound Transit Community Outreach wsblink@soundtransit.org

Subject: EIS Scoping Comments West Seattle and Ballard Link Extensions

Attn: Sound Transit

I have been a West Seattle resident since 1991. My husband and I own our home along one of the identified alignments for the West Seattle Link extension. We have lived in our vibrant neighborhood for 23 years.

As Sound Transit embarks on the Environmental Impact Statement (EIS) and evaluation of alternatives, it is critical to identify potential future alignments to points south such as High Point, Westwood Village, White Center and Burien given that the station locations and orientations ultimately pre---determine the alignments for future system expansion.

I have particular concerns with the proposed surface alignments, along either 41st or 42nd Avenue SW between SW Edmonds and SW Morgan Street. The elevated alignments would result in significant environmental impacts for a system that would ultimately dead---end or have to back track east to a more direct route south.

Below are my scoping comments by topic for consideration in the SEPA/NEPA EIS:

Acquisitions, Displacements and Relocations:

a. Once the station locations and alignments are determined, the current property values in

these areas will be diminished. I have concerns that Sound Transit/King County will further devalue properties in order to reduce acquisition costs. No only will this financially impact residents who may be displaced, it will limit their ability to relocate to similar housing and neighborhoods in Seattle. How will this be mitigated?

b. Acquisitions for the guideway along 41st or 42nd Avenue SW will likely cost in excess of $62 million (e.g., 100 homes @ a median home price of $625K). This seems excessive versus routing along Fauntleroy Way SW, 35th Avenue SW or Delridge Way SW all of which could more readily accommodate the system versus the narrow residential streets. How is this consistent with how Sound Transit has sited facilities elsewhere?

c. What efforts will Sound Transit make to relocate displaced residents in their existing neighborhood?

2. Historic and Archaeological Resources: The proposed surface alignments down 41st or 42nd Avenue SW would bisect a long---established neighborhood and displace hundreds of well---maintained homes and the people who live there. The majority of these homes were built between 1900---1930, with infill development of larger lots during the following decades. These beautiful homes have stood the test of time and contribute to a rich historic character and strong neighborhood cohesion.

3. Land Use, Housing and Neighborhood:

a. The land use analysis should indicate how much land would be required for constructing the station area and guideway as well as the intended disposition of properties once the system is constructed.

b. The analysis of station locations should account for this potential system expansion south to Burien sometime in the future. For example, bringing a station into the West Seattle Junction makes sense from a ridership perspective, but does not make sense when expanding to points south. Maintaining a more direct route south would be the most cost effective (i.e., maintain the Avalon Station with the alignment continuing down 35th Avenue SW with possible stops at High Point, Westwood Village, White Center and eventually diverting to Ambaum Way SW to Burien. Similarly, Delridge Way SW would be another more direct option but would not capture the ridership from the Junction or High Point Neighborhoods. To offset this, buses could be rerouted to function as local circulators that provide frequent services to the light rail stations at Avalon or Delridge.

c. The proposed elevated surface alignments down 41st or 42nd Avenue SW would bisect a long---established neighborhood. Hundreds of well---maintained homes would be removed and the

people who live there displaced. This in turn will fragment what is now a well---established neighborhood leaving marginal areas that will be left to languish or redevelop as high density residential. The tunnel option would mitigate these impacts and preserve the neighborhood.

d. Has Sound Transit followed both the City of Seattle and Sound Transit's processes and criteria for siting essential public facilities? If so, please document in the EIS and describe how this was consistent with the siting of other Sound Transit stations and alignments.

4. Economics:

a. Two stations within ¼ --- ½ mile of the other are not warranted. Removing one of these stations would result in significant cost savings. Note that Sound Transit uses a much greater spacing in other areas (e.g., spacing between Angle Lake and future Highline College station is ~ 3 miles).

b. The economic impact to residents that will be displaced should be evaluated. How will people be fairly compensated?

5. Ecosystems: Potential impacts to the Duwamish Waterway and Longfellow Creek should be avoided where possible.

6. Environmental Justice: Potential impacts to low income, senior and underserved populations should be evaluated and appropriate mitigation for impacts identified.

7. Noise and Vibration: The EIS should evaluate potential noise and vibration impacts from both construction and operation of the system.

8. Public Services, Safety and Security: How will Sound Transit integrate Crime Prevention through Environmental Design (CPTED) principles in the design of the light rail stations?

9. Transportation (traffic, freight, navigation, transit, non--motorized):

a. How will Sound Transit coordinate with the City of Seattle and Metro to ensure adequate access to station areas and supplemental bus service?

b. Pedestrian improvements need to be incorporated into the design of the station area. Community input will be important.

10. Visual and Aesthetics: An elevated system into West Seattle and along 41st or 42nd Avenue SW would significantly impact the visual environment and character of the surrounding neighborhoods. These areas enjoy views of downtown Seattle, the Cascade Mountains and the Delridge neighborhood to the east and the Puget Sound and Olympic Mountains to the west. The large columns of the elevated guideway will tower over or skirt many homes that would remain along the alignment.

Please add my name to the distribution list for the Draft EIS. Thank you.

Sincerely,

Denise E. Lathrop, AICP

5011 41st Avenue SW Seattle, WA 98136---1203 delathrop@comcast.net

Communication ID: 350775

Name: Michelle Braasch

Comment:

I write to you with my concerns for the West Seattle light rail planning. I hope that you and all decision-makers take the time to listen to residents, and direct the project with our voices taken into consideration. All around us we see the changes in our city and realize we are experiencing growing pains. We understand changes have to be made to accommodate growth. All we ask is that all the time is taken to build this out the right way. We are in favor of a tunnel to reduce the negative impacts to our community.

With the city having a housing issue, we can't afford to lose more homes.

Some of us want to increase residential density by building DADUs but have stopped planning for fear of losing our homes.

The city did not want the viaduct so that we could offer a park and a better looking waterfront – an above ground track is like building a viaduct in West Seattle.

· The proposed future lines of running down 41st, 42nd or 43rd run along all residential and do not align with businesses the way Delridge aligns.

We have seen no study of rider usage or predictions to justify these southbound routes.

As a former resident of Chicago and New York I appreciate public transportation. I also understand the need to transfer between modes of transport and locations. With that in mind we should keep bus routes to transport to light rail access points. From there transfer to other locations for southbound travel. Please consider the future southbound plan to run along Delridge which is a more natural path to White Center and on to Burien, rather than along 41st through the residential neighborhoods. Please take the orange line that bisects the Junction neighborhood off the table.

There is more to consider than timelines and project budgets. There is the quality of life in our community that cannot be measured. This is a decision that will impact generations to come. Please take your time to and commit to doing this right.

Thank you for your time,

Michelle Braasch

4108 SW Dawson St

206.724.7242

Communication ID: 350776

Name: Kathy Taylor

Comment:

Leave housing intact. Use streets SW 35th Ave, Fauntleroy, and Alaska as main routs.

We need affordable housing in this city. Destroying housing that exists is foolish.

Communication ID: 350779

Name: Anonymous

Comment:

Like to leave a comment about the West Seattle light rail transit and my comment is that I think it needs to be coming in under a tunnel so it doesn't impede the access to the station. The Alaska station maybe even be combined with the one over by Avalon and 35th if that would be necessary, but any stations you need to design them with multi drop off and pick up areas so that there's good circulation in the neighborhood to the station that's not blocked up by trying to get into one areas to drop off. It could be anywhere there from California over to 35th. Alaska station could be located there or like I said maybe you can combine the two stations somewhere there and make it one that accessible from all directions. Thank you.

Communication ID: 350780

Name: Paul Mockett

Comment:

I suggest that West Seattle does not need 2 stations (Avalon and Junction) that are just 0.5 miles and a 5-10 minute walk away from each other. No other residential area stations are that close together.

The money spent on construction and operation of a second 'top of the hill' station would be better applied towards a tunnel that terminates at a station near Alaska and Fauntleroy and is pointing south for future expansion. Consolidating stations provides many benefits while not reducing usage or access:

- Locating at Fauntleroy and Alaska would put the single station in the center of gravity of West Seattle's high rise apartment construction.
- For West Seattle's low rise neighborhoods, last mile solutions (circulator busses, RideShare, bikes, walk times, ...) would barely change.
- The light-rail real estate footprint would be less impacting with just one station.
- And one less station would forever shorten the trip times for rides if/when the route is extended to the south.

Hope this option is given consideration. It was presented in a Phase1 community meeting but did not resonate. Perhaps current budget concerns associated with tunneling will help it ring some bells.

-Paul

Communication ID: 350781

Name: Anonymous

Comment:

Very tired of the divisiveness this issue has caused and disappointed in the Seattle ELG for fanning the flames with unvetted options at the very last minute.

Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Consolidate Avalon and Delridge Station

Lessen the impact to Alaska Junction and Delridge

Better orientation for future southern extension

Take no homes. Prioritize Tunnel option only.

Focus ST effort on the solution the community prefers. West Seattle is not interested in a street level or elevated eyesore

Stay out of the Alaska Junction

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority

Communication ID: 350782

Name: Penney Joule

Comment:

I support removing the Oregon street/ Alaska Junction/ elevated option from consideration

I support pursuing any additional funding options for tunnels

Sincerely

Penney Joule

Longtime west Seattle resident

Communication ID: 350783

Name: Stephanie Anderson

Comment:

It is my opinion that the route to Ballard should be tunneled just as it is to Northgate. Traveling in the tunnel to the U district is wonderful. Traveling to the airport above ground is very slow. I can drive faster to the airport.

Elliot Avenue/15th Avenue is already congested with cars, ferry and port traffic and buses. Adding a light rail down the middle of it doesn't not seem to be a desirable situation.

It also doesn't seem to make sense to have to stop for boats several times a day with a draw bridge.

Thanks for considering my comments.

Stephanie Anderson Magnolia resident.

Communication ID: 350784

Name: Anonymous

Comment:

Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL.

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities. I am tired of the divisiveness, discord and un-neighborly conduct the topic of light rail has caused in west seattle for the past year. That anyone assumes it is acceptable to tear down homes for commuting convenience that does not increase accessibility and is targeted to one privileged neighborhood is shameful.

Communication ID: 350785

Name: Anonymous

Comment:

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities.

West Seattle wants the option with the least impact on the established community.

Review the YANCY STREET/WEST SEATTLE TUNNEL option as preferred in the EIS – regardless of the ST option.

Two stations inside two miles are more than necessary, to provide commuting convenience for a limited number of existing residents.

Not required to uproot the Alaska Junction for a station, it is not required to have a train stop at each and everyone's front door. Further extensive service down Delbridge and to white center would be more acceptable than entering the Alaska Junction that has and adequate bus station.

Remove no residential homes.

Rule out street level and elevated anything.

Take however long it takes, the convenience the commute of a privileged few, is not more important.

The option to not drive a train into West Seattle is a possible result due to feasibility.

We have already thrown good money after bad with monorail boondoggles and viaduct nightmares.

Maybe try telling the truth about the challenges of the geographic terrain and that the entire state should not have to pay for the commuting convenience of the precious few that don't know how to take the bus or drive.

Stop trying to sell an option for a street level or elevated option to an established community that does not want it at the expense of making more tax paying home owners homeless.

Communication ID: 350786

Name: Gayle Sammons

Comment:

Please build a tunnel into West Seattle for the light rail extension. Least impact to residences, roads, traffic, aesthetics.

Thanks -

Gayle Sammons

John L Scott - West Seattle

206.658.7374

gaylesammons@johnlscott.com

Your referrals are the greatest compliment I can receive.

Communication ID: 350787

Name: Anonymous

Comment:

West Seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Transit projects never return on investment and generally lose money on every ride. This is a tax for commuting convenience for a very limited few that think they are privileged to have the entire county pay for them to ride to work. I will never ride this train three miles to nowhere. And that has nothing to do with how ugly the proposal is. I do not support taking homes out of the community for a route and option no one wants that will be an eyesore. Transit does not reduce traffic. I am not obligated to pay taxes for someone else's commuting fee. Do not trash the Alaska Junction, do not buy any residential homes, Two stations are more than enough. Do not force options into west seattle that do not even serve the part of the community that is in the most need now. Light rail is a stupid limited route idea there is no

flexibility in a rail system when it becomes obvious that the Amazon employees that do not drive, no longer live in west seattle.

Communication ID: 350788

Name: Charlotte Wintermann

Comment:

((Please note the formatted document is also being emailed to key city officials, as in this comment format, it is not suited for cited documentation, visual references, and formatted content easy for you to consume, read, and take into consideration))

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Non-Taxed, Revenue Generating City Property adjacent to proposed line

When the city owned properties are exempt from hugely valued property and tax free while generating revenue, where is the logic in destroying a very special and unique neighborhood? How did the city determine an above ground rail was any type of "solution" in a phase 3 scope?

For example: The city owns a combined 7.4Million square feet (7,477,488 to be exact) of land adjacent to the proposed route valued at $118Million dollars ($118,175,300 to be exact) that is all PROPERTY TAX EXEMPT. These are all revenue generating properties. Isn't it logical to temporarily disrupt some of these areas vs. permanent disruption to residential areas? (The WS Golf course in particular).

//The city will perpetually lose REAL revenues if an above ground rail is built in West Seattle. In the cost and feasibility study and analysis, you MUST include buyout costs of homes with views, property tax loses (forever) based on the devaluation of any home that can hear or see an elevated rail, let alone be near it, and be LONG TERM fiscally and socially responsible. The long term value of permanent disruption will far exceed the additional cost of a tunnel over the long term.

Camp Long (West Seattle Golf Course and Camp Long) 5,754,275 square feet, $86,315,100.00)

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=2424039007

West Seattle Golf Course and Stadium (1,115,551 square feet, appraised value $16,733,200.00

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039013

Delridge Community Center (607,662 square feet)

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039030

Youngstown Playfield (607662 square feet, appraised total $15,129,000)

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039030

Noise Pollution

Central Link trains operate for twenty hours a day on weekdays and Saturdays, from 5:00 am to 1:00 am, and eighteen hours on Sundays, from 6:00 am to 12:00 am. I have lived in my home 2 blocks south of the junction for 28 years. Only 8 or so years ago I started hearing the constant rumble noise of I-5 traffic in my front yard, and still do so today. I live 3.5 miles away from it.

//What is the city's plan to mitigate affecting the more than 5 mile radius of residential home noise pollution when in fact it would be greater and more damaging at a much greater scale in an elevated rail track? As with ground effects, the atmospheric effects need to be considered for both noise predictions and measurements.

"A lot of municipalities just don't even think about noise," says Eric Zwerling, director of the Rutgers Noise Technical Assistance Center at the State University of New Jersey and president of the Noise Consultancy, LLC, "but the bottom line is that it's much, much cheaper to design for quiet than to remediate afterwards. Spending additional time upfront helps residents avoid disrupted lives and costly retrofits, and could help municipalities and State DOTs avoid the problem and expense of addressing incompatible adjacent land uses."

[https://www.fhwa.dot.gov/publications/publicroads/03jul/06.cfm]

Noise above 55 dB(A), where dB(A) is a measure that attempts to correct the way the human ear perceives loudness, is considered noise pollution for humans, and the sound values in the range 65–75 dB(A) cause stress to the body, leading to arterial hypertension (high blood pressure), cardiovascular disease, and heart attacks (Berglund et al. 1999).

[Source: https://link.springer.com/chapter/10.1007/978-3-319-57496-7_6]

At fifty feet away from a person, a city bus would measure 84 dBA and a heavy truck 90 dBA. A light rail vehicle at the same distance would measure 66 dBA and an Electric Multiple Unit 85 dBA. Comparatively, conversational speech is about 60 dBA.

[Source: http://www.rtd-fastracks.com/media/uploads/nm/0906F5_Noise_and_Vibration.pdf]

The hill between Fauntleroy and California South of the Junction is clay and has a high erosion potential and at best, unforeseen cost overruns

My 94 year old neighbor who was born, lived and died in her house 25 years ago (1994) was here to tell the tale of the hill between Fauntleroy and California as dug up clay from both of those streets to create the hill proposed for the light rail route. A recent residential remodel along the proposed elevated route was city required to dig 16' deep pin piling support along the 20 foot long home for erosion protection of the neighboring property line.

\ How will the city validate soil erosion, pin pile depths and relating earthquake safety issues? In one recent remodel on this hill, a residential homeowner was REQUIRED BY THE CITY to drive pin piles 16 feet under the property grade for a home that is under the city's 30 foot height requirement. What are the requirements for hundreds of feet in the air light rail? 25 foot residential home @ 16 foot deep pin piles x 150 foot elevated rail = 96 foot deep pin piling? More? How does this compare to boring a tunnel when it is possible the erosion control plan will set the framework for a tunnel?

Futurization, Neighborhood Appeal, Community Events

Elevated proposed "future" route at the Junction on 41st ave SW to where? Burien? What is the city's logic in a potential connection route to Burien through thousands of residential homes on 41st Ave? At the very least, the city should plan ahead to incorporate the already industrial eco-system of marginal way, as well as the short and long term cost and revenue advantages of this area.

//In the affordable housing act, developers get financial breaks on new development – is this cause of concern for the "preferred route" and city revenues from builders, permits, etc.? The city must also consider the social and economic impact on the Junction small businesses and its residents. Will people really enjoy community events such as the Farmers Market, Annual Festivals and so on with light rail noise and concrete hovering over them?

Pedestrian Safety, Passenger Volume, Future scalability for an above ground rail – Build another One?

There are serious pedestrian safety and passenger volume control issues with the proposed elevated rail plans. According to the rail service delivery performance report, demand exceeded the anticipated ridership. [https://www.soundtransit.org/sites/default/files/2017-q4-service-delivery-performance-report.pdf]

According to the Times, the Capitol Hill Station had "full platforms, full trains, and people waiting for the next" (and during spring break no less) and the resulting solution was simple; add longer trains. [https://www.seattletimes.com/seattle-news/transportation/sound-transit-to-add-bigger-trains-to-meet-ridership-demands/]

An average three car train weighs about 450,000 lbs. not including passengers. [https://www.seattletimes.com/seattle-news/transportation/cracks-in-light-rail-tracks-slow-trains-in-south-seattle-expect-closures-for-repairs-over-weekend/]

How can the city scale unanticipated demand compared to build load of the above ground system? Will we have a repeat of the above at 10mph (between a walk and a jog) to address cracks and closures. Please consider the long term effects of an above rail system and its passenger scalability.

What are the effects of weather conditions on an above rail system? [https://en.wikipedia.org/wiki/Rail_stressing] Airplanes at ground level often need de-icing before they are safe to take airborne. With a proposed above rail system, what are the costs to insure passenger and rail safety?

//What is the City's plan to handle over-demand with an above light rail system? Build another one? The Capitol Hill solution was perfect, did not cost ultimately more than the revenue generated from adding longer cars. Nowhere in an elevated rail system is there a viable and straightforward approach to considering this factor. With respect to elevated rail and weather conditions at grade elevation, how will the maintenance in certain weather conditions affect the usability, safety and ongoing service? The City MUST consider the hidden long term costs of a lower priced solution.

Wind Velocity at 150 feet equals a category 1 hurricane: Safety is a critical concern

The Wind Velocity and consequent safety of riders are a critical consideration to be made. If the average wind speed is measured at approximately 30 feet on average, and Seattle winds can average up to 16 mph during certain seasons, winds could reach up to 80mph 150 feet in the air. That is 69.5 knots per hour and a category 1 hurricane. Only two random examples here.

Denver light rail and highway shut down at threat of Wind damage to Ikea signs at 20-40mph [https://www.thedenverchannel.com/traffic/traffic-news/strong-winds-damage-ikea-sign-i-25-rtd-service-in-centennial-shut-down]

New Jersey various light rail issues and repairs even at street level causes safety issues [http://njtransitresilienceprogram.com/ongoing-resiliency-initiatives/other-repair-and-resiliency-projects/]

As of today, the submission deadline for comments on a lovely mild spring day, the 520 bridge weather indicates wind speeds at 11mph and gusts at 16 mph. The bridge (similar to a raised rail with no wind deterring protection on either side of proposed elevations) is only 20 feet deck height above the water at midspan and often wind warnings are issued to insure traveler safety. If you have not had the opportunity to drive across the bridge during wind gusts, please do; it's an unsettling experience. [https://www.wsdot.wa.gov/Projects/SR520Bridge/About/BridgeFacts.htm]

Elevated Seattle light rail cracks within a 1200 foot stretch after only 9 years; 5 mile shutdown; passenger alert took the city 2 weeks to investigate

It is astounding to consider it has only been 9 years that an elevated light rail shows cracks along a 1200 foot span and a 5 mile shutdown. Does the city really expect this will not be a repeat issue with unforeseen repair costs compared to the stability of a tunnel?

[https://www.seattletimes.com/seattle-news/transportation/cracks-in-light-rail-tracks-slow-trains-in-south-seattle-expect-closures-for-repairs-over-weekend/]

//How will the city plan for load testing when demand exceeds capacity? In the short 9 years of this rail stretch, the repairs required were immediate – what was the cost? Closure equals lost revenue – how does that revenue supplement the $700mm additional tunnel cost. Can we expect that cost every 9 years? What is the long term impact?

Let's do the quick math on what an additional $700mm tunnel would really cost in the long term

Property tax revenue loss is grossly underestimated, as is SDCI permitting revenue, and homeowner property improvement. With an above rail system, the city will suffer these 'hidden costs' of a short-sighted solution.

If you take an average $2.50 fare for each passenger at the Capitol Hill station in July of 2018 hitting the 80,000 monthly volume ridership, the City realizes a gross $200,000 for the month, or $2.4MM for the year.

Let's assume nature will repeat itself with our Earthquake risk and we realize 42 years of service before an entirely new investment must be made (and let's also consider the Viaduct emergency repairs of $14.5mm) added to the above rail cost.

Let's not account for crack repairs after 9 years, or other 'patchwork' costs, as this is not easily found public information.

$700mm additional budget for a tunnel

Years of elevated Viaduct service: 42 years

Average fare of $2.50 for 42 years of ridership at 80,000 passengers per month = $100,800,000.00

Inherent repairs for an above ground rail due to earthquake, not maintenance = ?? $14.5mm

Estimated Annual Property tax for two blocks of homes on 41st Ave SW valued at +/- $600,000k to $1mm = average annual taxable amount $7k x 40 +/- homes x 1year = $1.4mm a year, $58,800,000.00 for 42 years

Degradation of property devaluation for noise disturbance and unsightly above rail for an additional 5 blocks of homes (same rough criteria above) for 42 years = $58,800,000.00 x 3 blocks = $176,400,000.00mm

//It is the city's fiscal and socio economic responsibility to do the real math. A quick hack on revenue implications (not including lost developer revenues) show that a tunnel is the best option. The above only briefly illustrates that a combined $249.7mm in a very small section of the above rail impact plan is not in the community's or the city's best interest.

2018 Light Rail Revenues are 102% higher than budgeted (2.6mm)

Per the city's passenger fare revenue for light rail, revenues are up the budgeted revenue by 102% or $2.6mm. Where are these funds going? Should they not be a consideration for overall city transportation solutions? [https://www.soundtransit.org/sites/default/files/documents/financial-performance-report-q4-2018.pdf]

//How are these additional revenue funds being used? What is the forecasted revenue for the West Seattle run? How is this being incorporated in the additional tunnel option cost?

Wildlife Dislocation and Pollution Impact; The Eagles will leave the Junction area and go where?

Often there are Eagles flying high and majestic in the Junction area approximately 100 feet in the air. I personally have an exceptional tree and see them frequently North of me (and South of the Junction). [https://westseattleblog.com/2014/06/west-seattle-wildlife-eagles-on-a-crane-coyote-on-beach-drive/]

//A comprehensive study on the environmental impact of noise, pollution and above ground vibration disturbances must critically be at the top of the city's priority list.

Exceptional Trees and "smaller exceptional trees"– Has the City identified them in the path?

The city regulates protection of particular tree sizes, and clusters of trees. Going against this rule, and the city would fine homeowners in the thousands. A smaller tree measures only 6" diameter at the breadth. How will the city mitigate this issue to preserve these trees, mine included on 41st Ave SW? Build over the height of the trees? [http://www.seattle.gov/dpd/codes/dr/DR2008-16x.pdf] And ongoing issues relating to this issue here; https://www.knkx.org/post/seattle-s-draft-tree-protection-ordinance-maintains-protections-smaller-significant-trees.

A 2015 case highlights an $11,000 fine for a 6" diameter tree [https://westseattleblog.com/2016/04/11000-pricetag-for-a-tree-in-another-west-seattle-cutting-case/]. And, what is the result of how those funds were used?

As Seattle booms, the city is scrambling to save trees [https://crosscut.com/2018/08/seattle-booms-council-scrambles-save-city-trees]. The long term impact of an above rail system will inherently compromise this initiative, the beauty of our city, and the ability for new exceptional trees to flourish.

//Has the city mapped the exceptional trees and clusters on the proposed route? What is the city penalty for creating a potentially environmental hazard to the long term health of the trees on the proposed elevated path? Can we really expect future 'evergreen' exceptional and magnificent trees to grow under an elevated light rail 100 years from now?

Can the left hand talk to the right? Working with developers, SDOT, SCDI (permitting) Critical Housing Shortage

One example of permits approved that combined with others, could create a coordinated tunnel effort; Developers already realize discounted savings through the affordable act – would it not be wise to consolidate efforts to minimize tunnel impact?

a. A land use permit has been issued for a new 7-story building with 49 apartment units, 25 small efficiency dwelling units (74 units total) and retail. Parking for 17 vehicles proposed. The existing building will be demolished (West Seattle Cyclery, Lee's Asian and Kamei Japanese Restaurant).

b. 5-6 level multifamily residential structure with one lodging level, commercial retail shops at grade, and one level of below grade parking with entrance at grade on California Ave.

Article: [https://www.westsideseattle.com/robinson-papers/2019/03/28/land-use-application-now-granted-new-7-story-building-junction]

Seattle's affordable housing Act and housing real estate crisis: An above ground light rail goes against the act, and the logic of continuing to create more housing, not destroy it.

In Seattle's case, housing costs increased over the last three years at a higher rate than in other cities of comparable size. But while the cost of single-family homes over the summer fell faster in Seattle than anywhere else, the city's housing costs remain some of the highest in the nation.

[https://www.seattletimes.com/entertainment/books/generation-priced-out-investigates-seattles-housing-crisis-and-how-to-solve-it/]

//How does the city justify the loss of so many residential homes, development revenue of mixed use buildings, and the affordable housing act as complementing an above rail system?

Federal Transportation Funding to "minimize negative impacts to communities"

There are Federal Transportation Grants available to "minimize negative impacts" [https://www.transit.dot.gov/grants] on transportation systems – Let's fight for a grant, not the residents of West Seattle on an above ground rail.

a. https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/transit-environmental-sustainability/transit-role

i. TA works to ensure that our grantees' transit projects minimize the negative impacts on their surroundings and in their communities through environmentally sound practices. The FTA's environmental impact regulation (Environmental Impact and Related Procedures (23 C.F.R 771)), issued jointly with the Federal Highway Administration (FHWA), describes two types of mass transit projects that normally have significant effects on the environment:

New construction or extension of fixed rail transit facilities (e.g. heavy rail, light rail, commuter rail and automated guideway transit); and

New construction or extension of a separate roadway for buses or high-occupancy vehicles not located within an existing highway. E.g. bus rapid transit)

Earthquake Vulnerability; The Viaduct only served the city 42 full years

Long term vulnerability to Earthquakes: The Viaduct only serviced the city in full for 42 years before being deemed vulnerable to total failure (https://en.wikipedia.org/wiki/Alaskan_Way_Viaduct). This decision MUST effectively serve the community for many decades in order to amortize the large investment of either option.

The viaduct was built in three phases from 1949 through 1959, with the first section opening on April 4, 1953. It was the smaller of the two major north–south traffic corridors through Seattle (the other being Interstate 5), carrying up to 91,000 vehicles per day in 2016.[1]

The 1989 Loma Prieta earthquake destroyed the similarly designed Cypress Street Viaduct in Oakland, California, with the loss of 42 lives.[34] The 2001 Nisqually earthquake damaged the viaduct and its supporting Alaskan Way Seawall and required the Washington State Department of Transportation (WSDOT) to invest US$14.5 million in emergency repairs. Since the Nisqually earthquake occurred, semi-annual inspections have discovered continuing settlement damage.

//If the city is short sighted in building an above ground rail system, the thousands of people and hundreds of thousands of hours spent only in the route planning stage now will all be a waste, as potentially will be an above light rail build.

The city must conduct a comprehensive and detailed longevity comparison of initial costs, repair costs, out of service costs and rebuild costs 50 years from now (and more) and seriously consider the long term impact.

Conclusion; What will your legacy be?

Seattle and West Seattle has been fraught with transportation issues for many, many years. I have witnessed this battle for over34 years after having been a West Seattle resident for more than 30 of them. Please ask yourself what your legacy will be – the person or group that preserved beautiful areas and communities of the city while solving dense population transportation challenges, or the one that destroyed a neighborhood, contributed to air pollution, created an environmental compromise to the growth of the next ten generations of vegetation and trees that have earned us the proud 'evergreen state' badge? It is both a personal and fiscal question that I urge you to pursue.

An above rail system is limiting, non-scalable and permanent until it fails. Then we start all over again. And additional investment in a tunnel system appears to be the logical choice, despite the price tag in the short term vision; let us focus on the long term vision as to why our city exploded in commerce from the 80's forward and respect that together, we are building a viable, beautiful and desirable city and pockets of communities to live in and proudly, collectively, call our home.

While I personally am one homeowner located several blocks south of the proposed severely impacted end of the line Alaska Junction rail, I am passionate about why I chose to be here for so long and believe many other residents are as well – regardless of how many have contributed feedback. I urge all city members to seriously consider the greater of the long term good in how the light rail system is implemented.

Sincerely,

Charlotte W, 34+ year West Seattle Resident

C0124.w@gmail.com

206-383-8797

Communication ID: 350789

Name: Anonymous

Comment:

YANCY STREET/WEST SEATTLE TUNNEL = path of least resistance in West Seattle.

Why would the anyone that is actually a resident advocate to do as much damage and destruction as possible for a dated mode of transit for a privileged few that this will serve, eliminating tax paying residents as the base of the community by taking their homes when there are no replacement options?

This is commuting convenience for a very limited few, it provides No additional transportation for the currently underserved community of west seattle. The Alaska Junction is adequately served by the bus station currently in place. This is a shameful example of privileged spending every other tax payer's money.

Sound Transit does not have my support to plow a path of destruction through west seattle. Focus effort on the YANCY STREET/WEST SEATTLE TUNNEL and add to the EIS.

Communication ID: 350790

Name: Anonymous

Comment:

West Seattle does not want and ELEVATED or STREET level option and does NOT want homes demolished to accommodate an easier commute for the limited few who will be left to commute to sodo. Eliminate the Avalon station as redundant to mitigate cost and/or combine the Avalon and Alaska Junction station option to the Totem Pole Park or triangle area. No one wants a train in the Alaska Junction, or better yet run all the way down Delridge to the underserved served communities that maximize the utilization of the mass transit now in use and require more service. I prefer you stay out of west seattle and mismanage your funding elsewhere. I will never ride this train - I have never rode any of the trains you have already built. I did not vote for this nightmare. I am a long term west seattle resident who has paid taxes and participated to build a neighborhood and community that I wish to be a part of - I do not owe a hideous, ugly, loud train to amazon transplants that cannot use the mass transit options currently in place - because ST and Metro will not put effort into upgrades that meet the needs of taxpayers. Between bike lane circus roadways, trolleys, ferries, water taxis, shuttles, ride 2, buses, and streets that are not maintained - I see no justification for an over-priced train. And the excuse that someone in Tonasket or whoever moved to Ellensburg voted for it in the distant past does not represent me and it a tired old excuse. A marginal vote long ago is a sad motivation and not reflective of the current community that is being run over - quite literally.

Communication ID: 350791

Name: Larry MacMillan

Comment:

"This is Larry McMillan. I live at 6725 37th Avenue Southwest in West Seattle and I'm just calling to support the tunnel version of the light rail that ends on- let's see what street is that- 44th I think that's a better station location it's close to parking, it's close to both the bus lines and I encourage the time because I'd like to see the above ground neighborhoods maintained and sustained as neighborhoods with housing and that would increase our tax base or keep our tax base or potentially it could increase the tax basis they built larger buildings on some of those lots and it also would reduce the visual impairment of elevated rail to the Middle West Seattle community. So those are my comments if you have any questions you can call me at 206-769-8056."

Communication ID: 350792

Name: Mary Douglass

Comment:

I prefer a West Seattle tunnel rather than an elevated route of any sort even though it will cost more. The tunnel option that I prefer would be on 44th Ave SW.

An elevated route would completely destroy the essence of West Seattle.

Communication ID: 350794

Name: Nete Olsen

Comment:

In order to preserve the integrity of the Ballard area as a neighborhood environment, please focus on using underground tunnels rather than a surface route through Ballard. The University District, Capitol Hill, Roosevelt, they all have tunneled routes to protect their distinctive neighborhood character. And Ballard should, too. Also, please locate stations and routes along 15th Avenue rather than 14th Avenue— we've only just had a nice green space added to Ballard via Gemeinskamp Park on 14th between 58th and 61st, and we need to keep green space in Ballard, not take it away! Also, it would seem counterintuitive to route anything up 14th, since right up at 65th it would dead-end into Ballard High School, making any future route extensions more difficult. The main traffic corridor is 15th, let's keep it that way.

Communication ID: 350795

Name: Anonymous

Comment:

ELG does not represent me. I am a 25 year tax paying home owner

Formal Notice to Sound Transit: Focus on making the YANCY STREET/WEST SEATTLE TUNNEL the route of least damage and destruction to the community, and add to the EIS.

Perfectly acceptable to not blaze a path of destruction through west seattle that does not serve those with the least amount of access as you have planned so far. We can do with out a train. SPemd my money on enhanced/expanded/consistent bus service and shuttle all of the Amazon employees out of west seattle to a station in SODO.

Communication ID: 350796

Name: Leland Yu

Comment:

To whom it may concern,

We are delighted that there will be a new light rail line serving the first hill neighborhood. However I have concern that my condo building will be affected negatively by several potential issues:

1. lost of use at the 5th and Madison condominium garage and storage

2. lost of use of the retail site, currently Bartell

3. noise and vibration from the construction project

4. vibration from the operation of the line

5. potential impact to our insurance premium for earthquake and terrorism

6. lost of use of our plaza

We much prefer Sound Transit consider the Seattle Library site or the Federal Courthouse site for the Midtown station egress instead of 5th and Madison condo site.

We also want to get assurance that the construction work, staging, and any construction or staging activity does not begin before 7AM on weekdays, or 9AM on weekends. And they do not last beyond 7PM everyday. This will allow the residents to enjoy the evenings without constant noise bombardment.

Thank you,

Leland Yu

unit owner at 5th and Madison

Communication ID: 350798

Name: Anonymous

Comment:

"Hi I saw the news on the Seattle Times about more options for the Ballard link. So I'm thinking that we should stick to the original plan to keep the budget we've been reached and do not, you know, explore the other options which can make it very expensive and the very unaffordable for the residents in Seattle and that's it my opinion and stick to the original plan which the voters approved not the new things added on. Thank you."

Communication ID: 350799

Name: Lori Kirsis

Comment:

I'm writing as a West Seattle Alaska Junction resident and am mainly commenting on that portion. The 'West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated' option (yellow line option) is the one I think is best for the city, West Seattle in general and specifically the Junction neighborhood. I would add a modification to the final station location though - can the mostly-parking-lot Bank of America site be an elevated station location or can the station straddle Alaska Ave? Being on the south side of Alaska would be beneficial for pedestrians, more of whom will be going south/west/east not north (I'm basing this on where density is).

I think the original location of the elevated structure on Fauntleroy in the representative project didn't account for the fact that the roadway is one of the main arterials to move through West Seattle - I don't think it would be good to have large concrete columns blocking maneuverability. I'd hate to be one of the homeowners in the area around where the Yellow line goes but I think there is less impact to West Seattle as a whole with that route.

I also think the Yellow line station on Delridge offers the best option for future alignment to the south. Delridge is ripe for TOD! Extending the line to Morgan Junction and further south parallel to California Ave doesn't seem to make much sense.

One other important reason the Yellow line is better is cost - I think it's irresponsible to spend $700 million MORE dollars for a tunnel option. Sure, a tunnel would be awesome! Do I want to pay for it? NO! Do I think the rest of the city Puget Sound region should be for a tunnel? NO!

As far as the Ballard route, I don't think we should invest in any additional tunnel in lower Queen Anne. The representative project alignment/elevated track with tunnel portion seems better. I also think that station at W Prospect on 15th/Elliott is a good location, serving residents and business alike. Having lived in lower Queen Anne, in Interbay and in Ballard at various times, the representative project for QA/Interbay/Ballard seems to make the most sense. Again, sure it'd be great to tunnel everything but I think it's fiscally irresponsible. Thank you.

Communication ID: 350801

Name: Marco Spani

Comment:

I have a home near the Alaska Junction. I have reviewed the Light Rail options for the Alaska Junction area. I am opposed to the Yellow Line and Red Line options. These options would both result in the loss of many homes in the neighborhood, reduced property values for remaining homes, reduce the amount of land available for transit oriented development, and harm the quality of life in the neighborhood.

I favor the Blue Line option. The extra cost is money well spent and will be offset by higher revenue from property taxes and from businesses that will occupy the transit oriented development properties as well as the surrounding residential and commercial properties. Build quality neighborhoods, don’t pursue the cheapest solution in an effort to “save” money. That’s more expensive in the long run.

Marco Spani

4111 35th Ave. SW

Seattle WA 98126

Phone: 206-650-0852

Communication ID: 350802

Name: Kathy Minsch

Comment:

Please do not put the elevated line through Genessee or Oregon streets but instead build a tunnel with a station along Alaska, whether a block or two east or at the Junction, which is already a commuter street. It's not worth destroying long time neighborhoods and their tree canopies. Also the elevated option will result in transforming our traditionally quiet adjacent nieghborhoods downhill into a noisy less pleasant place to live. Will also impact the birds. A tunnel would also preserve the businesses in the Junction.

thank you for considering these comments.

Communication ID: 350803

Name: Brian LeBlanc

Comment:

To Whom It May Concern,

I am writing to you in regards to the plans for the Level 3 Alternatives in Interbay/Ballard for Salmon Bay Crossing and Ballard Station. I want to express my strong preference for the "Tunnel crossing/Tunnel station at 15th" option. The two options for 14th will result in lower ridership. The 15th option, while the most costly, is the one that will make the most sense for Ballard in the near future as well as for extending the line in the long term.

My family and I attended the Open House at Ballard High School on 2/28/19. We appreciated the informative presentation and that there were Sound Transit engineers and other experts on hand to answer questions. I was very concerned when I saw that two of the three plans being actively considered would be on 14th Ave NW. We live near 14th Ave NW and we use it every day to get around Ballard, get groceries, and go to church. The “Fixed bridge crossing/ Elevated station at 14th” option, which includes tail tracks, would adversely affect the quality of life in the East Ballard neighborhood. The bridge would be massively out of scale and would also negatively affect the remaining businesses in the industrial area on 14th.

One of the most concerning things we heard, however, was when we asked an engineer how the light rail line would be extended if the elevated station was built on 14th. He replied that when it was extended to Crown Hill it would probably have to go underground before Ballard High School at NW65th St. This would make 14th Ave NW from NW 58th St to NW 65th St a tunnel mouth. If the long-term plan is to build a tunnel, why not do the right thing for Ballard from the beginning and put the tunnel and station on 15th where everyone expects it to be?

Ballard has borne more than our fair share of development in the past decade. Affordable housing has been torn down and replaced by overpriced, oversized structures while those who can’t afford the rent in Seattle anymore live among us in tents and vans. Densifying Ballard before mass transit was in place has resulted in severe congestion.

Most of this densification has taken place to the west of 15th Ave NW and NW Market St., which now takes several minutes for a pedestrian to cross. If people can just go underground at the intersection to the station it will have much higher ridership. Forcing people to walk that extra block to 14th may make them consider other options. While I know that East Ballard has been upzoned/rezoned as part of the HALA legislation, it will not be as dense even by 2030 to the extent that the area west of 15th already is.

I support light rail to Ballard- I just want it to be done right. 15th and Market is where everyone expects the station will be. I also understand that this option is more expensive, but the benefits of placing the tunnel and station at the optimal

location for current and future growth will more than justify the investment. It would be even more costly to terraform our neighborhood to build an underused light rail line.

Sincerely,

-Brian LeBlanc

Communication ID: 350805

Name: Helle Jensen

Comment:

I support and look forward to using west seattle light rail, however I am opposed to an elevated guideway through the core of the junction and surrounding residential neighborhoods and strongly favor a tunnel. I would also like to better understand what the impact of today's alignment decisions will be on future extensions southbound.

Communication ID: 350807

Name: Emily Pizzuto

Comment:

Dear Sound Transit,

I am a supporter of Light Rail in Ballard. I am opposed to all Ballard light rail options that place the route on an elevated bridge over Salmon Bay, on elevated tracks that align with 14th Ave NW between NW 42nd and NW 58th Streets, with an elevated station at Market Street. An elevate light rail is not a viable solution for an urban neighborhood such as Ballard. Ballard is not a transportation corridor; it is a walkable urban residential neighborhood that mandates an urban solution of a below grade light rail tunnel. A tunnel is the only viable option for this neighborhood.

The 14th avenue elevated option would result in infrastructure entirely out of proportion to the varied, fine grained neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets. The neighborhood below these spaces would be severely impacted; necessitating more design and money to resolve and activate the spaces below the elevated tracks. These leftover spaces under Seattle's bridges often become homes to transient populations (like the Aurora Bridge and I-5) and barriers to the neighborhoods (like the Alaska Way Viaduct). Our City is spending large sums of money to mitigate the struggles it currently has with these below bridge spaces. Additionally, the state is spending more money to remove the Alaska Way viaduct. Why would Sound Transit create more elevated structures in an urban neighborhood when they are proven to be problematic in our city?

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would need to return to the 15th Avenue NW street alignment to avoid Ballard High School. This realignment would cut through a residential area between Market Street and NW 65th Street necessitating the acquisition of many residential and commercial properties; Creating disruption and displacement for residents and businesses in the path of the extended line. Neighbors in surrounding blocks risk having their quality of life eroded by blocked light, and the exposure to noise. It

would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A below grade tunnel at the intersection 14th Ave NW or 15th Ave NW at Market Street would be a more expensive option upfront, but would better fit with residents' vision for a growing urban neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north. A tunnel at 15th Ave NW would be centrally located allowing better access to Ballard to the East and West.

An underground station at 14th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th and the future growing Urban Village to the East. Ballard will grow to the east in the coming years however it will be limited by the steep grades of Phinney Ridge with limit development's universal accessibility. 15th Ave NW offers better accesses to the complete circle of the Ballard Neighborhood both historic and future development. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

Emily Pizzuto

Resident of the east Ballard and future Light Rail walk zone

Communication ID: 350809

Name: Anna Chen

Comment:

Hi, These are my preferences regarding new transit system to West Seattle: - Tunnel (NOT above ground tracks and stations) - Station location on 41st (NOT 44th)

Communication ID: 350810

Name: Deborah Barker

Comment:

ST3 West Seattle to Ballard Link Light Rail Expansion

Scoping Comments

April 2, 2019

The EIS for ST3 West Seattle to Ballard alignment should study the following components:

(A) Route and Station Alternatives

Elevated

Representative Alignment - The West Seattle representative alignment should be modified to achieve the least impacts on the West Seattle urban form as follows:

- New bridge south of the West Seattle Bridge,
- Elevated line running south within the Delridge ROW,
- Curve line to the west beginning south of Genesee,
- Add station area in the vicinity of the Delridge Community Center. (Benefits: location contains a pedestrian overpass over Delridge Way SW, and closer to denser communities, include TOD to mitigate impacts to the Community Center property
- Run elevated along the northern edge of Golf Course along Genesee
- Run elevated within the Avalon ROW, with optional station area at the intersection of 35th/Avalon/Fauntleroy
- Run Elevated along Fauntleroy Way SW
- Center the Junction station area over Fauntleroy at Alaska, with tail track extending south on Fauntleroy.

Orange/Yellow Line – This line proposes impacts that outweigh its usefulness, and should NOT be carried forward or evaluated in the EIS.

Underground

Purple Line – This line should be evaluated as it eliminates adverse impacts to four existing residential communities: Pigeon Point, Youngstown, Genesee east of 35th and Genesee to 41st west of 35th. Detail the costs of any potential takings as noted in B-1 below.

Blue Line – Only the 42nd Avenue SW station area alignment should be evaluated. Increase pedestrian access and multi- connectivity by locating the station area under the Alaska/42nd intersection.

(B) Topics to study in the EIS

West Seattle – Residential Impacts: Several legs of the proposed elevated portions of the West Seattle routing run through existing intact, cohesive, residential neighborhoods, filled with both single family and multi-family uses. The EIS must clearly identify and quantify proposed impacts to these areas in detail, and specify what specific types of mitigation are available to restore the impacted communities, and to replace the impacted communities, including but not limited to construction time-lines, value impacts, and loss of capital.

West Seattle - Pigeon Point: Quantify the visual impacts of a train system, and identify the structural impacts of retaining wall construction. Identify mitigation as available.

WS to Ballard - URM's: The EIS should identify all unreinforced masonry buildings (URM's) within or adjacent to the above and below ground light rail routes and station area alignments as well as adjacent to any haul routes, quantify the potential impacts to the URM's, and identify potential mitigation measures. Identify costs of such mitigation measures, such as different types of bracing before construction, etc.

WS to Ballard – Landmarks: The EIS must identify all City, State and National Landmarks within or adjacent to the above and below ground light rail routes and station area alignments as well as adjacent to any haul routes, including but not limited to West Seattle, Ballard, Uptown (Queen Anne), Westlake, Chinatown/International District, Pioneer

Square, and SODO. Also, the EIS should identify all buildings that are over 25 years in age along these same corridors/routes.

WS to Ballard - Station to Station Transitions: Quantify the pedestrian access experience between the existing and proposed station areas of SODO Station, Chinatown/International District Station and Westlake Station, including walk times for both abled and disabled persons in peak and non-peak times, bike transport and storage impacts, and emergency routing (in case of elevator or escalator break downs). Identify mitigation measures to ensure seamless transitions. Include comparisons of ramps versus stairs and elevators and escalators.

Thank You -

Deborah Barker

djb124@earthlink.net

Communication ID: 350811

Name: Timothy Riordan JR

Comment:

I live in the neighborhood that would be severely impacted by the proposed elevated alternative (38th & Genesee) and I would like to comment on behalf of my family as well as many of our neighbors that this option would destroy a vibrant community in the heart of West Seattle.

We all strongly support improvements in transit in the region and light rail in particular, but an elevated track above and across hundreds of homes is not the right option here. Elevated options were unacceptable for Capitol Hill and North Seattle and will likely be so for Ballard as well - West Seattle should get the same consideration.

We are not against density and support many of the increases proposed in MHA up-zoning to help transition our neighborhood and those like it across the city into higher density urban cores but siting an elevated track through this residential area would leave the entire neighborhood in limbo for many years.

A tunnel is the best option to allow this transition to occur while preserving the character of the Junction that so many in West Seattle cherish. I would strongly encourage Sound Transit to study all possible options in the EIS including cost cutting options such as consolidating the Avalon and Junction stations to make the tunnel option more affordable. It is also important to take into consideration the long-term loss of housing stock and property taxes due to the considerable loss of develop-able land with an elevated rail line passing over and adjacent to hundreds of properties. This will put many of these properties in limbo for many years and take the majority of these off the table in perpetuity. It is also important to note that due to the potential for imminent domain takings in this neighborhood the proposed up-zoning here was delayed meaning that the estimated loss of 100 homes could actually result in the loss of 2-3 times that number in the long run.

In addition to the adverse impacts to the residents in the direct path of this proposed alignment, part of the EIS process should focus on the impacts to the quality of life for all residents of West Seattle due to an elevated line tearing across our neighborhood. Noise and sight pollution are real concerns.

I understand the benefits of a north/south station alignment to future expansion of the line, but it is not at all clear how the location of a station on 41st is optimal to getting south to Morgan Junction, Fauntleroy and White Center. What are the potential routes south? Further elevated lines along the right of way on California? Fauntleroy? Or continued

residential displacement along 41st? These options would have the potential of impacting many more hundreds to thousands of West Seattle residents. Why is this location preferable to an altered right of way alignment that would impact far fewer residents? This late in the process alignment change seems very short sighted without a clear plan or at least expectation of how it would tie into the larger system. That consideration and discussion seems lacking at this point and sets up the potential to destroy a thriving neighborhood with no realistic plan that this elevated line will continue south.

As for an elevated alternative, the ST3 representative alignment primarily within the per-existing right of way would have the least impact across all members of our community – businesses and residents. Alterations of this route to support a north/south alignment should also be considered - a consolidation of the two stations to turn south along 35th or somewhere west of Fauntleroy.

I would encourage Sound Transit to remove the alignment along Genesee to 41st from consideration to move forward to the EIS. This alignment will destroy a large swath of the Junction neighborhood and create a permanent barrier across all of West Seattle for no apparent benefit to the long-term growth of the Link system. This is a generational decision for West Seattle – and Seattle as a whole – and it is critical that we build this right for the current residents and those in the future.

Tim Riordan

4416 38th Ave SW

Seattle, WA 98126

tim.riordan@gmail.com

Communication ID: 350813

Name: Mindi Caulley

Comment:

I am a home owner in Admiral area of West Seattle and do not want an elevated light rail structure. This would destroy my charming neighborhood. An elevated structure would block the sweeping city views of the Puget Sound and the mountains, as well as block natural light on to the streets. Our lovely neighborhood shops and pedestrian routes would be blocked and become visually unappealing.

I am very excited about the prospect of the light rail coming to West Seattle, and am a public transit commuter. At a time when we are looking back on the mistakes of elevated structures and removing the 99 viaduct, it seems counterproductive and foolish to propose this in a thriving neighborhood.

Communication ID: 350814

Name: Ingrid Cuthbert

Comment:

These are my preferences regarding new transit system to West Seattle:

Tunnel (NOT above ground tracks and stations)

Station location on 41st (NOT 44th)

Please don't spoil the west seattle community. Leave the charm of the junction and avoid the ugliness and pollution of above ground transit.

Communication ID: 350816

Name: Tracy Fisher

Comment:

Hi,

These are my preferences regarding new transit system to West Seattle:

Tunnel (NOT above ground tracks and stations)

Station location on 41st (NOT 44th)

Communication ID: 350819

Name: Susan Tregerman

Comment:

Hello,

I would like to submit my comments regarding the light rail.

I strongly believe for the integrity of the community the only option is an underground option and not a light rail that invades the Junction.

As a citizen I would like to preserve the integrity of the businesses in the neighborhood as well as the homes.

Respectfully,

Susan Tregerman

Communication ID: 350822

Name: Mark Kumpula

Comment:

Hello,

This email is in response to the West Seattle-Ballard Link extension scoping. I personally live a few blocks from the future Delridge station, but I wanted to submit some comments about the entire length of the alignment from Ballard to West Seattle. As someone who appreciates the transformative nature of high quality transit networks, I find that so many of the public comments and feedback deal with parochial issues of how am I personally going to be affected by the construction and the train line and not about the big picture of how to create the best transit system with maximum utility for all, so I wanted to weigh in about the entire length of the extension with utility in mind. I will try to keep it short, and I will start from north to south.

* Ballard Station

The station absolutely, unequivocally needs to be on 15th Ave NW rather than tucked away on 14th Ave NW. The fact that 14th Ave NW was even suggested as an option is a perfect example of misguided mitigation concerns over utility. 15th Ave NW is already quite a walk from the core of Ballard. I understand the budgetary constraints that would disallow tunneling to reach the core of Ballard with an underground station at 17th or 19th Ave NW, so 15th Ave NW is a logical compromise. It is also a major bus corridor and can serve as a logical transfer point. A station of 14th Ave NW would be a disaster. 15th Ave NW is such a car sewer and pedestrian barrier that a so called "Ballard" station, if it were located on 14th Ave NW, wouldn't actually serve anyone living or going to Ballard at all. It's simply absurd. Please discard this idea completely and forever.

* Lower Queen Anne Station

The station location should definitely be as close to the rebuilt Key Arena as possible, with a future NHL team and a number of additional scheduled stadium events, so the demand will be substantial. The Mercer St alignment provides no advantages whatsoever. The station should be on Republican St.

* Denny Station

A station as close to Denny Way and Westlake Ave N as possible clearly

provides the highest utility for transit users. Ideally the station would be right under Denny Way with four exits to reach all four corners of Denny Way and Westlake Ave N. It is already one of the busiest intersections in all of Seattle with a high number of pedestrians and logical bus connections to every direction. The Terry Ave N alignment provides no advantage and neither does a station north of Denny Way.

* International District Station

As with Ballard, the station absolutely, unequivocally needs to be under 5th Ave S. This station is going to be the most important transfer station where all lines converge. The idea of having a station under 4th Ave S and forcing everyone who is transferring from one line to another to walk through underground corridors for 10 minutes on a daily basis just to change trains is simply absurd and another example of small-minded mitigation concerns over big-picture utility. What's even more absurd is the thought that a cut-and-cover station under 5th Ave S next to the existing International District station would somehow be more disruptive than a major, multi-year long reconstruction and closure of 4th Ave S, which is a major thoroughfare for traffic in and out of Seattle. It's simply baffling and absurd, just like the 14th Ave SW location for the Ballard station. The 4th Ave S station location, with the cumbersome transfers, and major regional construction disruptions, should be discarded completely.

* Delridge Station

This is my neighborhood, and the station should be located as far south of the West Seattle Bridge as possible. The location north of SW Andover St severely curtails the walkshed. The north end of Delridge Way SW is forever going to be an industrial area with zero opportunities for TOD. A station at SW Dakota St seems to provide the most utility to residents and TOD opportunities with land that is currently used as a parking lot by the NW Kidney Center. It also has space to become a transfer point for several bus lines from the south.

* Avalon and Alaska Junction Stations

Everyone in West Seattle wants a tunnel from Delridge to Alaska

Junction, and I do too. But I also understand the budgetary constraints, which are the same that preclude a tunnel to Ballard for a station under 17th/19th Ave NW, and unless additional money can by raised through a local LID or other means, I prefer the representative alignment, which runs down Fauntleroy Ave SW, rather than the newer "orange" elevated alignment. The "orange" elevated alignment involves large-scale urban bulldozing and displacement unprecedented in the history of Sound Transit, which would markedly alter Alaska Junction as people like it. Maybe the best compromise, if additional local funding does not materialize, is to simply run the elevated line down Fauntleroy Way SW with a station at SW Alaska Way and Fauntleroy Way SW, which provides a logical route south toward Morgan Junction in ST4 or any future initiative, or to do a slight curve and have a the station at SW Alaska St and SW 41st Ave St with a future curve down SW 41th St for a future southbound alignment. The walk from 41th Ave SW to the core of Alaska Junction is no more than the walk from 15th Ave NW to the core of Ballard. With the timeline of construction, there is no reason why the current bus connections at SW Alaska St between California Ave SW and 44th Ave SW could not happen at 41st Ave SW instead. There is certainly enough under-utilized land there for a transit center and TOD.
Thank you for considering my feedback.
Mark Kumpula
2831A SW Nevada Street

Communication ID: 350823

Name: Greg Palmer

Comment:

Assuming the Republican St. alignment is selected for the Seattle Center station, consider making Republican St. a full-or-semi pedestrian way between 1st. Ave. N and Warren Ave. N, adjacent to Seattle Center, and locating one of the headhouses in this location.

Communication ID: 350824

Name: David Tetsuo Beer

Comment:

I've lived in West Seattle for 10 years. I would prefer a tunnel to the Alaska Junction because I think it would keep the existing feel of the neighborhood and so we don't displace homes/businesses but I am concerned about cost and timeline. The information provided suggests $700 million to tunnel. How accurate an estimate is this? Having worked on many construction projects myself and seeing how costs have escalated on almost every project I've seen in Seattle, I'm wondering if it might not end up costing over $1 billion to tunnel. Also, where are you thinking the funding would come from? Feds? 2030 is already too far off and Seattle is so far behind meeting it's mass transit needs. If an attractive elevated system can be built cost effectively and more quickly, I think we have to consider this option. If elevated, I would prefer the options which run over streets rather than property to reduce displacement.

Communication ID: 350825

Name: Alise Marsh

Comment:

Hello -

I strongly oppose the above ground light rail extension through West Seattle as this would destroy the neighborhoods of West Seattle.

Thank you!

Communication ID: 350826

Name: David Tetsuo Beer

Comment:

Forget to comment on the idea of running an elevated line through SODO... I say NO. I think we should use the existing line and down tunnel instead.

Communication ID: 350828

Name: Deborah Johnson, Randy Johnson

Comment:

We strongly approve the West Seattle extension of the above ground light rail project because it will destroy many wonderful neighborhoods in West Seattle.

Sincerely, Randy and Debbie Johnson

Communication ID: 350829

Name: Julie Angeley

Comment:

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14thAve NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with business and residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Paying extra for a tunnel now is a future-oriented approach that will not only support the business and residents in the district but make future expansion better.

Thank you,

Julie Angeley

Communication ID: 350830

Name: Judy Waleryszak

Comment:

As a life-long West Seattle resident, (64 years), West Seattle

home owner, and tax payer, I feel strongly that if the raised option requires the loss of residences and businesses - especially by "eminent domain" - this option is NOT in the best interest of West Seattle. And instead, just as strongly, support the tunnel options.

Newbies may not have been here and others may not remember, but once before eminent domain was used in a previous transportation package where dozens of West Seattle homes and businesses were forced to be closed, purchased for pennies on the dollar, torn down and many of those vacant lots are still with us. Why? Because the project was shelved. The tunnel options also won't leave as many eyesores if this project too is ended.

Communication ID: 350831

Name: Anonymous

Comment:

Don’t displace families and community with an above ground option up Genesee. This area has many children. An above ground option up Genesee would displace families and rip this neighborhood up. Fauntleroy is the only above ground option that I’ve heard of that would work

Sullivan Family

4155 38th Ave SW

Communication ID: 350834

Name: Brandon Ige

Comment:

Preference of tunnel and/or elimination of Avalon station. There are too many homes to displace for the elevated tracks.

Communication ID: 350838

Name: Julianna Carlson

Comment:

This plan continually puts those living along California Ave at a higher priority then those living along Delridge. I am disappointed that none of these plans serve the Delridge corridor sufficiently. If the Pigeon Point tunnel would allow for a south route to white center to be added down the line that seems like it is worth considering. The lack of equity consideration when planning this light rail route is discouraging.

Communication ID: 350839

Name: Scott Kalnoski

Comment:

Re: SODO station design for passengers transferring between lines.

I understand many passengers will need to change trains in SODO to continue their journey once the new West Seattle/Ballard line opens.

Please do everything possible to facilitate direct, fast transfers for the most common case: people switching trains to continue their trip in the same direction. By using a center platform shared by both (for example) northbound routes you create rapid transfers and a huge benefit for people burdened by age/disability/kids/groceries/bicycles/etc. The common alternative – escalator, walk, escalator, or 2 elevator rides might have some unknown benefits or cost savings – but makes the system much more difficult to use for the above groups. In the case of a passenger incident on a train which forces one to halt in the station, provided track switches are installed near each end of the station, trains can re-route to the adjacent track and keep both lines open, still serving the station, reducing system delays.

Pairing same-direction tracks at ground level (yes, creating the need for a slightly awkward elevated or sunken track crossovers somewhere else) is an obvious option, though elevating, say, northbound tracks above southbound (creating platforms that allow single-elevator changes between directions) would be best for those who must use the elevator for transfers requiring they change directions.

Thanks!

Communication ID: 350841

Name: Andrew Norton

Comment:

April 2, 2019

Sound Transit

Community Outreach

wsblink@soundtransit.org

Subject: West Seattle future light rail 'Orange' alignment issues

Attn: Sound Transit

As a long-time resident and property owner in the direct path of the recently proposed 'orange' alignment for future surface light rail, following 41st Avenue SW, I wish to add to the record my reiteration of issues noted by the East Alaska Junction Coalition. Many of these points also apply to a 42nd Avenue SW surface alignment.

There appears to be minimal forethought to the potential surface path of continuation south of the 41st SW alignment. How many further residential units will be removed by following this local street? Does extension from 41st Avenue SW support ridership?

Approximately 120 existing residential units are removed with this alignment in the Junction area alone, at a time when Seattle seeks to increase density in this area. Surely other alignment options, particularly tunneled, can avoid this.

All proposed surface alignments reduce developable or re-developable area for affordable housing.

The 41st Avenue SW proposed surface alignment clearly permanently splits residential neighborhoods, resulting in reduced internal pedestrian and vehicle accessibility and mobility.

This proposed surface alignment option at first look appears highly disruptive to current residents and infrastructure with no clear advantages, and so should not be included as an alternative.

Underground alignment and station options, which avoid most of the issues listed above, should be considered for the entirety of West Seattle. Among other advantages, this would allow station access at the best possible locations to support housing density/affordability for ridership.

Sincerely,

Andrew Norton

5011 41st Avenue SW

Seattle, WA 98136-1203

pandrewnorton@comcast.net

Communication ID: 350842

Name: Lynn Stafford

Comment:

I hope that Sound Transit will re-examine the "so-called purple route" that would protect neighborhoods by tunneling under Pigeon Point and Alaska Junction. I love walking these neighborhoods. If Sound Transit decides to pursue further the more elevated track route it will be ugly to look at as well as be noisier.

Thank you!

Communication ID: 350847

Name: Estelle Shives

Comment:

In West Seattle, please use the tunnel option instead of the above ground option and locate the station at 41st instead of 44th. This will help to reduce congestion and upscaling of the Junction area that is already suffering from increased density. Thank you.

Communication ID: 350848

Name: Daniel Weisbeck

Comment:

Strongly support a tunnel option between Interbay and Ballard. Reliability is a key factor of rail, and adding a drawbridge, even one positioned to raise a limited number of times per day, reduces the reliability and timelines of the entire regional light rail system. We should be building with the future in mind, even if that dramatically increases the cost in the present.

Communication ID: 350852

Name: Randall Berg

Comment:

A community is more than nuts and bolts and transit. A community has need for historical gems like West Seattle Golf Course.

Seattle has three 18 hole municipal golf courses. Changes, in the name of progress, have ruined Jackson Park and Jefferson Park golf courses. The number of folks from these two courses are finding a new home at West Seattle.

West Seattle is a wonderful golf course and open space. Ask the 56,000 people that visit the course each year and the countless walkers utilizing the perimeter trails.

You ruin the course you destroy its soul and that of the West Seattle Community.

Save the West Seattle Golf Course!

Thank you for considering my message.

Randall

Communication ID: 350856

Name: Morgan Patterson

Comment:

I am not a proponent of an overground option. I believe in Ballard that a tunnel under the canal and a station at 14th or 15th Avenue would be ideal, assuming that there are no major negative impacts to the environment by tunneling under the canal.

Communication ID: 350857

Name: Randell Eronimous

Comment:

Let's invest for the long term with light rail and not wreck the West Seattle skyline and the historic WS golf course with the elevated option.

Communication ID: 350858

Name: Gena Starkweather

Comment:

Purple line

Tunnel

Communication ID: 350859

Name: Jon Fromm

Comment:

I live on one of the streets that would be leveled to make way for the yellow route. It would go right over my house. I'm a renter and may not be living there by the time the construction starts. However, most of my neighbors are long term residents that own. All bought before housing prices went up and won't be able to afford to move within the city. Online pricing estimates for their homes are already depressed because of the light rail plans.

I moved to West Seattle because it still had a neighborhood feeling to it. Town houses haven't completely replaced the beautiful craftsman homes and kids can still play in the yards and streets. The Yellow route would go right through the quietest and idyllic part of the area.

I'm an engineer and understand trade studies. I see the writing on the wall that the Yellow line is the least risk. But the economic advantages aren't worth displacing 220+ families and running an elevated eye sore through the one part of the area that is still predominantly working class. Those people may not have the resources to fight the plan the way folks in Admiral Junction or on the West side of California could. That doesn't mean they should be exploited.

My personal preference is for any of the blue subway routes. I'd even tolerate an elevated line over Fauntleroy. But please please don't displace my neighbors and 6 more blocks of families just because the Yellow line is the "easiest" and cheapest option.

Communication ID: 350863

Name: Ron Nebert

Comment:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Environmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Please save the historic West Seattle golf course!

Communication ID: 350864

Name: Stace Van Eps

Comment:

Please do not go with a raised track options for light rail connecting West Seattle. I'm excited to be able in the future to commute to downtown Seattle by light rail, but neither option is worth the concrete eyesore a raised track option would bring. Along with being an eyesore, this option would be noisy, divide up the neighborhoods and to be honest, a bit embarrassing for our city. Tear down the Viaduct to only put up the light rail equivalent in West Seattle.

As someone that currently lives between both proposed options (37th Ave SW). Please reconsider the tunnel option. Yes, a tunnel is an expensive option, but hastily making a decisions to play catch up for our mass transit needs, is not a long term solution. Please do not ruin the beauty of West Seattle because of poor planning in the past.

Thank you,

Stace Van Eps

Communication ID: 350865

Name: Adam Mann

Comment:

Please consider the full upside with going underground! This is a chance to be ahead of the curb instead of trying to keep up with it!

Communication ID: 350870

Name: Ray Talbot

Comment:

A station on Delridge between Andover & Genesee would improve transit in the neighborhood and possibly allow a future connection south to Burien and beyond. If the turn West for the elevated guideway was then made along the northern edge of the community center and golf course properties it would displace the least number of people and businesses in a neglected neighborhood. With a guideway along the golf course property and entering a tunnel at the Genesee hill the route would have the least environmental impact on the nearby Longfellow Creek Greenspace. Tunneling for the Avalon & Junction stations would result in minimal relocation of businesses and residents through dense neighborhoods. Tunneling would also have the benefit of eliminating noise and vibrations for those that will live in those neighborhoods from the trains. Lastly a south facing tunnel is the only option for the junction that would allow an easy southern expansion.

Communication ID: 350871

Name: Javier Evans

Comment:

As a resident on 14th avenue I urge that we reconsider a raised track on 14th. Right now it is a quiet residential neighborhood that would be negatively impacted by a large rail passing close by homes.

Thank you

Communication ID: 350872

Name: Andri Kofmehl

Comment:

As a resident of West Seattle raising two kids in our newly-built house on 32nd Ave SW, I'm very excited about the prospect of having light rail nearby for a more efficient commute and better access to downtown in the future.

However, I'm very concerned about the possibility of having a massive concrete structure cut right through our neighborhood, which would seriously affect livability during and after construction. There's a risk that the well-

intentioned and much-needed ST3 project could turn into an endeavor that is viewed with hostility by the community and that the result of the extensive planning exercise is being challenged through multiple means. Given the impact of the project over multiple generations, it's important to get it right, even if it means higher cost or a slower timeline.

Therefore, I urge the decision-makers to opt for the tunnel option as the only viable solution among the three remaining alternatives. I will also say that the public doesn't quite understand why some of the seemingly attractive alternatives shared at an earlier time were rejected and are no longer on the table. Perhaps some of them should be reconsidered or at least there should be better communication to explain why they have been dropped.

Thank you for the opportunity to provide comment.

Andri Kofmehl

Communication ID: 350873

Name: Cassie Sawyer

Comment:

I live in the immediate area of Junction transit options, and have so for over 30 years. I also own a rental property with VRBO/Airbnb in the Junction. I use bus transportation and would use light rail, should it come to serve West Seattle. I am, however, disturbed by some of the options on the table. Having lived in The Junction long term, I believe the elevated options would destroy the neighborhood feel and accessibility of this area. The noise, the vibration, the shade, the visual blight, and the ever-increasing density that would be stimulated would ruin this pleasurable and attractive area. The peacefully co-existing charm of the immediate single-family residential and small local businesses in such close proximity would be destroyed. Our property values, if not our properties themselves, the views, the traffic and parking problems would be negatively affected. It would change the entire flavor of the area, which is its charm.

I oppose all elevated options. I believe tunneling could preserve the environmental aesthetic. I oppose all tunneling in the vicinity of 42nd and 41st, in particular, and 44th would be the only possible exception. I am more in favor of sending light rail down current major arterials. I believe a turn to the south from Delridge, towards Burien, would amply serve western West Seattle. If it must come across to the Junction area, I prefer tunneling via Yancy or Oregon St. I totally oppose Pigeon WS tunnel and ST3 options. Thanks for considering the residents and business owners voices.

Communication ID: 350874

Name: Kathy McNamara

Comment:

I have gone door to door in my neighborhood informing people about this comment period. I can assure you that almost no one had any idea. I know Sound Transit has a sizable marketing staff but the people of West Seattle are not getting the message about this iminent plan to carve a disruptive, unsightly path through the core of the community.

I know the cost of an elevated line versus an underground line has been evaluated. Has the cost of lowered home values and lost tax revenue been factored into the equations? How about the loss of further development along the elevated route? This decision is permanent. We can’t go back and do it better later. We need to get it right the first

time. West Seattle has helped finance the tunnels in other neighborhoods. Why don't we warrant the same treatment and respect?

Are there really enough housing options in Seattle to justify destroying over one hundred homes?

Can you really justify destroying the home values and economic security of all the homeowners adjacent to an elevated line?

Can the route head South from Delridge or along Fauntleroy to Morgan Junction on street level (i.e. Columbia City).

The yellow line has a fairly sharp turn to make at 41st Ave SW. The noise that turn is likely to generate should not be approved. It's just one more disruptive element that will further erode the quality of life for residents.

Can a much quieter Tram be connected to a Delridge station? The tram could be modeled on the one in Portland or that connects Roosevelt Island to Manhattan. It improves rather than disrupts the quality of life and would provide increased interest to the area.

The elevated option at 41st would engender so much resistance from neighborhoods south that it could end up never getting extended beyond the Alaska Junction.

If Sound Transit did want to extend south to Burien from the Alaska Junction that would require the desctruction of THOUSANDS of homes. Unacceptable!!

A tunnel would have less of an impact on the community during construction.

A tunnel would preserve the character of the community.

A tunnel would allow for further development of the neighborhood to provide more dense housing and low income options.

A tunnel does not add to the housing crisis we currently face.

A tunnel increases home values and the tax revenue.

A tunnel avoids the negative impacts from noise and vibration.

A tunnel does not invite neighborhood decline and possible increases in crime.

A tunnel allows West Seattle to remain intact and the amazing community that so many have worked so hard to create.

Communication ID: 350875

Name: Eden Benbow

Comment:

I'm writing to ask that you not proceed with elevated light rail into West Seattle's Alaska Junction Urban Village.

The Junction and its surrounding neighborhood are crucial for housing density, business health, and community engagement, all of which would be damaged by an elevated line. While the new MHA zoning measures will help the community scale, elevated rail would compromise much of this careful planning, displacing residents and reducing the number of much-needed future units.

As Seattle's growth has taken off in recent years, community input has grown increasingly ignored in the interest of expediency. Please treat this as an opportunity to demonstrate transparency and work with West Seattle residents rather than steamroll their hopes for the community they've invested so much in.

In the same way you have left Capitol Hill, Beacon Hill, the UW, and Roosevelt neighborhoods largely undisturbed by using a tunnel option, please do the same for West Seattle.

Communication ID: 350876

Name: Karen White

Comment:

Only in West Seattle are there proposed impacts to actual residential areas .. all the other impacts within the alignment are going to be to business, industrial commercial areas . Build the tunnel.

Study the demographics of displacement. Within 1/2 block of the proposed 44th SW station in six homes there are eleven owners over the age of 65. Two of those homes have been owned by those residents for more than fifty years. Displacement likely will be harmful to the health of that population.

Noise, vibration, air quality, traffic, commuter parking should be studied in great detail before construction and during operation.

Pedestrian traffic has specific patterns in the Junction area. Have those been studied?

Study historical assets in structures, community art, community involvement, festivals, gatherings.

Study lack of open space, tree cover. The proposed routes and stations locations contain significant mature tree canopy.

Study shading of adjacent properties.

Study traffic disruption during construction and operation. ingress and egress is severely limited as is, this project will heavily impact, prevent commerce and movement.

Visual aesthetics must be top priority. Consider the scale and character of the Delridge/West Seattle Junction. Elevated tracks through the middle of this long-established community will not enhance it.

Take the time to design and finance the tunnel that West Seattle deserves. You did it elsewhere.

Anticipate litigation and slowing of the project if it is not appreciated by the community.

Communication ID: 350877

Name: Peter Maurer

Comment:

If you could imagine the project, I would prefer an alignment closer to 20th Avenue NW. However, if that is not possible, I prefer the Salmon Bay Tunnel, with the 15th Avenue alignment.

Communication ID: 350878

Name: Melane Theilen

Comment:

My address is 1917 SW Charlestown St in the Pigeon Point neighborhood of West Seattle. We purchased our home in Aug of 2018 for $1.1 M. While there was discussion of a proposed light rail when we bought the house, if we had known about the potential impact of running it one block from our front door, we might have made a different decision. Here are our concerns:

Some of our neighbors might lose their homes. Is this justified when the rail line could run on the opposite side of the bridge?

Loss of property tax revenue for Seattle as placing the light rail so close to our neighborhood will bring down the value of our properties. Beautiful, new homes were recently constructed on the edge of the hill and are already not selling because of the potential impact. This is negatively impacting the builders as well.

Additional damage to already shrinking green space in Seattle. Running the light rail adjacent to the hill will disturb the park and green space that can be seen from downtown Seattle. Building the light rail on the NW side of the West Seattle Bridge does not damage trees and wildlife.

-Noise pollution in our neighborhood not only during construction, but long term if the light rail is built along the hill. We already hear trains, ship horns and traffic from the West Seattle Bridge.

Our neighborhood is zoned for schools 1 mile west of here - Lafayette Elementary, Madison Middle and West Seattle High. The families in Pigeon Point would have to be navigating the construction zone to get to school on a daily basis. I drive through the area of construction at least 10 times a week to get my children to school and various activities at their schools.

Herons nest in our neighborhood and I'm concerned about disturbing their nests in the park that runs down the hill from Pigeon Point to Marginal Way. I've contacted the National Audubon Society about how the construction might disturb their nesting and migration patterns.

I urge you to please consider building a tunnel for the light rail or building the light rail on the far side of the West Seattle Bridge away from Pigeon Point!

Communication ID: 350879

Name: David Barson

Comment:

Dear Sound Transit

Please Please Please keep the integrity of the West Seattle Golf Course in its present form as you analyze/access ST's options for light rail to the West Seattle Junction. I realize you have many options on the table with many groups pulling and pushing you every which way, however compromising a revenue source for the City of Seattle Parks department does not seemed a viable option for the City and especially for those residents who play golf here 12 months out of the year..

Thank you

David Barson

6622 High Point drive SW

Seattle Wa 98126

Communication ID: 350882

Name: Patricia Spence

Comment:

Do not spend so much more money on tunnels. A sweeping grand overfly of beautiful West Seattle would be so much better. Remember the Monorail

plan?

Communication ID: 350883

Name: Kelly Merta

Comment:

Thank you for reading my comments.

First, I would like to advocate for a tunneled station in the Junction. I understand the money is not currently available for this option, but we're building a solution for the next 100 years and whatever time it takes to find the money will be time well spent. We just took down the viaduct. Why build another antiquated barrier through our community that will be torn down eventually with people wondering what the hell we were thinking. If tunneling through Pigeon Point and again at Delridge isn't feasible, I would suggest starting the tunnel at the Avalon and 35th Station.

Second, I would like to suggest studying a new option that provides a solution for future north south extensions (since many voiced concerns about the Junction station facing west). I would advocate for the south extension running down 35th, not 41st (or any of the 100% residential streets). The Avalon and 35th station should be the main transit hub station (not the Junction station). 35th and Avalon is already a main bus transit area and the surrounding area will much better accommodate an elevated track. The extension to the Junction would be a spur, not the main hub. Anyone who lives in West Seattle knows that 35th Ave is how you drive to White Center and areas south. It was built to accommodate this type of traffic. This would also save quite a bit of money by avoiding the necessity of buying all the

residential properties along 41st. The Alki Lumber property will be up for sale soon and would possibly be a viable location for this Avalon and 35th station.

Third, as my least favorite option I would suggest building it as we voted on it—going up Fauntleroy and turning up Alaska to the Junction. The tracks on Fauntleroy and Alaska should be at grade.

Thank you for your consideration.

Kelly Merta

Communication ID: 350884

Name: Michael Amend

Comment:

I live at 5th & Madison condominiums and have for the past 11+ years. First, I want to say that the outreach to date for this project to our community has been virtually non-existent. Second, it is hard to provide comments on the Midtown station when there is really no information available on it to react to. There is plenty of information about is proposed for West Seattle and Ballard but nothing about downtown except for the vague map.

But I have some basic information from a neighbor who attended a public meeting/workshop. I understand that the station will be similar to Beacon Hill in that it will be accessed by high-speed elevators and not escalators. The station appears to be between Columbia and Madison, although it is worth considering what options could open up if the station was pushed north or south a block.

I do not believe anyplace in the area can accommodate a structure the size of the Beacon Hill station (above ground portion), although I assume that the Midtown station will have a lot more riders than Beacon Hill. There are three areas that I think could work, but with a different structure/size (like putting the elevator mechanicals underground).

800 5th Ave plaza area (5th and Columbia), currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner

The Sanctuary, formerly the First United Methodist Church at 5th and Marion -- would make a spectacular station

In front of the Federal Courthouse -- if placed on the Corner at 5th and Madison, it would only take a portion of the lawn area, compliment the courthouse if done in the right style, and connect with Madison BRT stop.

Incorporating a portal on our block, shared with the 901 5th building and Bartell's, would be difficult and problematic. The elevators would have to run through our garage where our parking and storage areas are located. While light rail will and should replace driving to work for an office building, it would unlikely replace owning a car for the residents of our building. Also open space is very limited in downtown, and taking any part of our plaza would be detrimental to the quality of life in the area. Any taking of our parking/storage or plaza would lower the value of our property. Speaking of which, having a subway stop on our block is also likely to reduce property values. I can't think of another Link stop that is on the same block as existing residences.

The only spot that_might_be able to accommodate the elevator portal -- but much smaller than the Beacon Hill portal -- would be on the southeast corner of the block (northwest corner of 5th and Marion). Currently this is an exit from the parking garage and the backup generator for the office building. But my guess is that there is not enough space in this area without encroaching on the access to and architectural integrity of the 901 building and the plaza.

Thank you and look forward to a productive process moving forward.

Michael Amend

909 5th Ave Unit 1204

Seattle, WA 98164

206-235-2555

Communication ID: 350885

Name: Michael Amend

Comment:

I wanted to update my comments after a very helpful presentation to our HOA last night by a ST representative. I would support station entrances at 4th & Madison, where the existing Bartell's is located, and another one at 800 5th Ave (as I noted below), with the pedestrian tunnel under 5th Ave between the SMT and Columbia Center as an additional access point to the 800 5th Ave entrance. A station in this area is a better choice than the alternative proposal on 6th Ave. While I don't want anymore construction anywhere near me, 5th and Marion (center of station) is much better located to more workers, businesses, and services than one centered on 6th and Spring (which, at that point is not too far from the Westlake station).

But, ST should consider moving the station one block north and incorporating entrances on the library and federal courthouse blocks.

Thank you,

Michael

Communication ID: 350886

Name: Reo Hornibrook

Comment:

Tunneling in west seattle may take longer but is the best solution for the continued growth of the city and its neighborhoods.

Communication ID: 350887

Name: Patricia Tempinski

Comment:

Although I've submitted comments in the past, I would like to make use of the opportunity on the reported final day of scoping comments to express my whole-hearted support of the WSJUNO.org letter that outlines many of my concerns and preferences.

Communication ID: 350888

Name: Alann Hamada

Comment:

I am glad the state and local governments are working at the opportunity to link communities by light rail and other modes of public transportation. With the historic Chinatown International District and Pioneer Square areas located in the middle of the transportation arc, it's very important to me that the Sound Transit EIS evaluate the project alternatives which will impact our neighborhood. We have a diversity of people which includes low income families, ESL learners, seniors, and homeless people and small businesses many of which are minority owned. I am concerned about the impacts of construction on transportation, parking, noise, vibration, public safety, and air pollution. Our area has already been identified as having the most polluted air in the Seattle area. Pollution comes from several sources--carbon monoxide and particulate materials from fuel as well dust up from the rail, bus and auto.

Creating and enhancing a vibrant pedestrian environment, public gathering spaces, and transportation connectivity between Union Station and King Street Station are stated priorities for Pioneer Square and the Chinatown-International District. It is important to me that this project address this priority.

Transit-oriented development, including opportunities in and around Union Station are another stated priority for Pioneer Square and the Chinatown-International District. It is important to me that this project enhance, rather than preclude opportunities for transit-oriented development in Pioneer Square and the Chinatown-International District.

Thank you for your consideration.

Communication ID: 350890

Name: Jeff Brauns

Comment:

I very strongly support a light rail line that enters the West Seattle Junction by tunnel

and ends facing south at an underground station at either 41st or 42nd Avenue SW.

A tunnel and underground station are the best alternative for this rapidly densifying community. A below ground alternative has the least disruption to existing homes and businesses. It also will best serve the area by eliminating visible blight and shadows resulting from an aerial alternative. A below ground option in the West Seattle Junction area will reduce the need for real estate acquisitions and noise mitigation - both of these items are far reaching beyond construction.

I also urge further study between the station/stop interactions with the Rapid Ride C Line and future H Line to facilitate easy transfers with minimal exposure to the elements when walkfinr from stop to station and vice-versa.

Communication ID: 350891

Name: Mark Linsey

Comment:

for Downtown to Ballard section

These changes will be best for future transit riders, and our congested freight corridor along 15th Ave W

Specific Routing topics of study:

·Study the Level 3 “Brown Line” from the tunnel portal west of Elliot Avenue to a surface station at Galer Street, continuing the “Brown Line” on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 “Blue Line” from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.

Also study an underground station further west at 17th Ave NW and Market Street in Ballard

Thank you for your consideration.

Mark Linsey

3247 Magnolia Blvd W

linseyenterprises@comcast.net

Communication ID: 350892

Name: Stefanie Young

Comment:

West Seattle is a very unique neighborhood with an amazing culture. An elevated track will (in my opinion) negatively impact the vibrant junction splitting the heart of West Seattle in two.

My request would have the light rail track in an underground tunnel rather than an elevated. We (my husband and I) are excited that the light rail is coming to West Seattle and our community, however, having the rail as a tunnel will not impede on the vibrant culture and community that is present in the junction. Throughout the year many events happen along California Ave and in the Junction, having an elevated track will impede the local charm and culture that made West Seattle attractive to live in.

Personally, I am okay with the additional cost being levied onto West Seattle residents for the underground tunnel option. Yet, I recognize my opinion here may stray from the rest of the West Seattle residents.

Lastly, as my husband and I live close to the junction (approximately 3 blocks away - by Holy Rosary), an elevated track will be a consideration to whether we would sell our house and move to a different location within the city that has our preferred neighborhood feel.

Thank you for listening and appreciate all the hard work you all are doing.

Best, Stefanie (10 yrs as a West Seattle resident, Genesee neighborhood)

Communication ID: 350893

Name: Nolan Koreski

Comment:

I am a Seattle native living near by and also own five rental units bordering Longfellow creek. Our residences are nearly adjacent to the proposed north Delridge way terminal. I have visited friends near the MLK interurban light rail route and have experienced the passing of the trollies. I have reason to be very concerned about the potential for similar added noise/vibration to my residential area. The Delridge valley will likely amplify the noise of the trains creating a negative impact on the quiet enjoyment of property for both myself and my tenants. Once the current polishing of the South Seattle rails project is complete I will return there to experience any significant improvement.

Make no mistake I am in support of building the link extension to West Seattle. I want to go on record that choosing to construct the line under ground would mitigate some of my concerns regarding the multiple negative impacts of the west Seattle link. Noise/vibration, Traffic conflicts for the at grade design, Visual blight if elevated.

Nolan Koreski

Communication ID: 350894

Name: Aaron Lykken

Comment:

The elevated option is a poor long term investment. While underground is the most expensive this is overwhelming preferred by neighborhood residents visually but also has the least impact on the built environment in terms of competing modes in the ROW (pedestrian, cars, bikes) in addition to preserving scarce air rights in the ROW for other uses such as denser housing or other alternatives.

I am a huge supporter of light rail. I want it as fast as possible but want it done in a way that will be a long term investment, not a rush job via a surface option.

Thank you for your work.

Communication ID: 350895

Name: Christopher Coulter

Comment:

For the Delridge Station placement, Sound Transit should aquire the car oriented low rise commercial and parking properties directly on Delridge instead of displacing existing mixed density, mixed income housing to the west.

Communication ID: 350896

Name: Sarah Stanley

Comment:

Feedback

I live on Queen Anne. It doesn't make sense to have a bridge in which everyone is at the mercy of boat owners. There should either be a tunnel or a bridge high enough that it is a non draw span.

Thank you for all you do!

Sarah Stanley

Communication ID: 350897

Name: Lee Fogel

Comment:

As a resident of 5th and Madison Condominiums I would like to voice my opposition to Sound Transit's potential plans for a new Link Station near my building. A midtown Link station that does NOT interfere with the 5th and Madison Condominium quality of life would be better if located on 6th Ave or even inform of the Seattle Library. I also oppose the use of the Bartell's site on the corner of 4th and Madison as that would destroy a critical local resource - it's the only nearby drugstore open on weekends.

Thanks for your consideration.

Lee Fogel

909 5th Ave.

Unit 1901

Seattle, WA 98164

Communication ID: 350898

Name: Christopher Coulter

Comment:

The ST3 representative project (red line) Delridge Station would be the best for a multimodal transit hub that captures both Delridge, Luna Park, Belvidere, Admiral and Alki neighborhoods. It also would not have the same amount of residential displacement.

Communication ID: 350899

Name: Terri Carter

Comment:

Hello,

As a resident of the Luxe Building at 500 5th Avenue West, I'm gravely concerned about the broad impacts to our neighborhood and more specifically, to my building and living area. One of the proposed routes has an elevated line which exits at the end of Republican Street, which is directly behind our building. The long-term impact to the surrounding green space, the increase in noise in the general area, and the potential seismic impacts of tunneling nearby, all would decrease our quality of life here at Luxe. I sincerely hope this is taken into account through the scoping process, and that the residential impacts are of paramount importance to the final decision.

Respectfully,

Terri Carter

Communication ID: 350900

Name: Christopher Coulter

Comment:

My neighbors in the Delridge neighborhood we're bypassed by direct mailing and/or flyers during the level 1 and level 2 alternatives culling. I do not believe the conclusions reached during that outreach period are reflective of the community who will be most affected by the Delridge station.

Communication ID: 350901

Name: Chris Kummerow

Comment:

I am an avid golfer and if it weren't for the golf course I never would have met met my wife. I would hate to see it change since it has been a fixture of West Seattle for decades

Communication ID: 350902

Name: Sally Phillips

Comment:

With regards to the West Seattle light rail project I just would hope that serious consideration be made for a tunnel. With the money that I understand has been provided, less the cost of paying all the homeowners that would lose their property, the price of the tunnel is doable. It is frankly ridiculous to have elevated light rail scenario in this area. A tunnel would be better for everyone even though it takes more time to build. City officials are for the tunnel. Light rail contractors or light rail itself should not be making this decision. The last meeting they tried hard to make the tunnel option appear to be the lesser of the choices but again, with the money that has been provided which is quite a large sum, minus the millions it would cost to buy people out the numbers would not be as large as they try to tell it would be. West Seattle neighborhoods deserve a tunnel.

Communication ID: 350903

Name: Peter Hoppner

Comment:

This is to reiterate a previous comment requesting that the tunnel route under Pigeon Point be reconsidered and that the decision to drop it out of consideration be discussed further at a meeting in West Seattle, preferably Pigeon Point. The reason we were told that rout was dropped was because of costs, but we were also told that cost accuracy is only at the 5% level. While the tunnel alternative would appear to be fairly clean in alignment with the second tunnel to Alaska Junction, the other option look like they would decimate the Youngstown neighborhood and the successful business strip along Delridge while almost eliminating the greenbelt at the north end of Pigeon Point (really major cut and retaining walls) and quite possibly lead to the end of the heron rookery as well.

Please come back to Pigeon Point to discuss the elimination of the tunnel route again.

Communication ID: 350904

Name: James Warren

Comment:

I want the purple line to be added back to the studied options. I am concerned about several issues with the non-purple line configurations.

There is very limited access to Pathfinder School - two streets off of delridge can access up the hill. The construction impacts and subsequent traffic could greatly impact access to the school

2. Neighborhood displacement is a concern. The North Delridge neighborhood having its homes taken to put up high columns is not something I want to see

3. At heights of up to 150 feet in the air, remaining homes will be subjected to noise, shade, and view obstruction.

4. As a 100 year investment we should be looking at what will be the best for the life of the investment. Eliminating the tunnel option without more information seems misguided at best. The three remaining options are all very similar. The purple line should get more consideration and if this scoping process has any meaning the overwhelming sense of the people who live in the affected areas should be considered. Returning the purple line for consideration would validate this process.

Go Dawgs!

Communication ID: 350905

Name: Stacie H

Comment:

The elevated version seems to make more sense. It will cost less and take less time to build. -West Seattle Resident

Communication ID: 350906

Name: Wendy Butcher

Comment:

I fully support a tunnel option for West Seattle. We are a long-standing community with historical roots in this city. My home is on a proposed alignment for future expansion south. This home is over 100 years old and is still going strong, as are the homes of many of my neighbors. An aerial alignment would be a blight on both my neighborhood and Seattle itself. West Seattle would rather wait for light rail service than have an economical route which destroys the fabric of our entire lives thrust upon us. Additionally, the proposed alignment south defies logic in that a direct route down Delridge would serve the entire system in a more direct and comprehensive manner.

Thanks,

Wendy Butcher

Communication ID: 350907

Name: Ryan Hink

Comment:

Elevated rail should not be an option past the Delridge station.

Running over the port is a way better option than through pidgeon point.

North/South orientation for Alaska station makes more sense.

Communication ID: 350908

Name: Braden Hardisty

Comment:

Hello,

We are really excited to see how this project takes shape. We own a home at 4537 41st ave. For reference, I would see the Alaska Junction station right outside my window if the elevated alternative is selected. This is probably the most obvious reason why I'd prefer the tunnel or representative option. But I think the tunnel option is the best from a long term perspective.

Costs: The tunnel option carries the most upfront cost. I am not excited about that. But has the costs of above-ground construction be estimated? Alaska/Fauntleroy is the main arterial route out of West Seattle, construction along those routes should carry substantial costs is traffic delays. Especially considering this will take place over a couple years. The traffic issues carry over into negative impacts on businesses, decreases of appeal of apartments during construction, real estate during the middle years of construction and safety for the 1000s of drivers/bikers/pedestrians that use these routes. I imagine a conservative estimate of these secondary costs would be substantial compared to the upfront investment of the tunnel. I would like to see those estimates included in the decision.

Street Appeal: Elevated stations generate noise and do not usually appeal to people living near them. The elevated station on Alaska would have a huge negative impact on the dynamic that exists here. It would land right in the middle of four grocery stores, multiple apartment complexes, gyms, restaurants, businesses, etc. That would definitely decrease the appeal for each of those categories if a large, loud, track and station were right outside the windows. The West Seattle elevated would have less of an impact, but would carry the costs and negative impact of knocking down residential to accommodate the elevated path. Those who would benefit from imminent domain would receive a silver lining. But a house like mine and others would be negatively impacted by the presence of the station in our front yard.

Safety: Elevated stations bring with them the dangers of disrupting the dymanic of our already congested surface streets and sidewalks. A project to improve the Fauntleroy street is already planned, which will add to the complications of additional surface street construction. One or two accidents attributed to any difficulties brought on by the constructions will likely not be treated lightly.

Elevated routes are also prone to attracting homeless populations. While wanting to be empathetic to them, it would be concerned considering some of the scares we've had with the relatively small homeless population already frequenting the junction.

Tunnel Benefits: Generally, tunnel stations are preferred due to their minimal impact on current residential and retail. But I also like how tunnels work in tandem with surface streets instead of intersecting with them. As West Seattle grows, this will place additional strain on the delridge and Fauntleroy access to the Bridge. Sharing that will a light rail line would limit the amount of benefit residents get from the light rail.

Thanks for all the work you are doing. Please let me know if you have any questions.

Communication ID: 350909

Name: John Zuber

Comment:

I prefer the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel option.

I feel tunneling is the only way to preserve quality of neighborhood, similar to light rail that has been constructed in other neighborhoods. Elevated structures in the core of West Seattle in particular would pose a host of issues that would permanently degrade livability of vast stretches of neighborhood. A tunnel station at the Alaska Junction in a North-South orientation underneath 41st street seems to make sense. As long as an extension of it is not elevated through residential neighborhoods when it becomes extended south, that is the key. Otherwise we would be destroying the soul of a neighborhood just to move people in and out of it. I believe it is essential in development projects like this to consider what makes this city unique and worth living and visiting here. Seattle's neighborhoods and their unique character are central to that.

Communication ID: 350910

Name: Joseph Fuller

Comment:

I am a member of the Land Use Committee of JuNO, and concur with the comments that have been submitted regarding the route selection and input needs regarding the scoping summary report. I believe that any option other than a tunnel will ruin West Seattle and the community as we know it for a variety of reasons. Just as we, as a community, didn't rebuild a giant elevated structure to divide our city's waterfront, we should not now build a giant elevated structure that divides our neighborhood. It would be a scar on West Seattle that will have an impact on generations of citizens in our community for years to come. In time, possibly through engineering efficiencies, or through other ways of generating revenue, I believe that our city and country elected leadership, and constituency, will be able to find the means to fund a WS tunnel. This has already been the case for many other neighborhoods throughout Seattle with similar undulating topography (Beacon Hill, Capitol Hill, Northgate as examples). West Seattle is one of our city's most cherished neighborhoods - please make sensible and rationale decisions regarding the light rail development that won't ruin it as we've known it, but rather, results in a community and neighborhood that we can continue to enjoy and thrive in for many years to come. Respectfully, Joe Fuller

Communication ID: 350911

Name: Alizah Olivas

Comment:

I would like to submit my whole hearted vote the orange route across the Duwamish and for the blue/tunnel option into West Seattle. But I would also like to vote for the orange station on Delridge...why does the station have to take out a residential block in the blue scenario?

Obviously the tunnel is more expensive, but the elevated track is incredible obtrusive in a residential setting. It's entirely different around the airport or at Northgate Mall...no one lives there! As we drive under the Spokane viaduct, I recognize (although not as wide), this is what we will be navigating around in West Seattle.

The streets are narrow in West Seattle and there is plenty of traffic without the addition of the 8'x8' or 9'x9' posts all over. An elevated track reduces the walkability and character of W.S. Why do this if there is an option? And with the threat of a massive earthquake to the region, is an elevated track the safest option?

Also, a tunnel with be so much quieter!!! I know the prediction is 60-65 decibels, but isn't as high as 100 decibels in some places? As someone who lives near the West Seattle bridge (which by the way has increased in its own noise as more and more people commute from Vashon & the peninsula) and the Steel mill we have enough noise to deal with. And a big portion of the residents who will be affected by the elevated tracks will also have to deal with a lot of noise pollution. You don't always know about noises when you buy a house....

Thank you

Communication ID: 350912

Name: Nancy Woodland

Comment:

I ask you to first revisit options to plan southern Lightrail extensions down Delridge and second to commit to a tunnel option down 41st IF 41st must be the route. An elevated train will change our entire neighborhood, is an eyesore, noisy and would be in very close proximity to homes, whether single family OR future higher buildings.

I am a resident at 5023 42nd AVE SW. I have a single family home that abuts 65' elevated structures in our western back yard. I applaud bringing Lightrail to West Seattle and particularly the intention to plan for extensions south. My husband is a daily transit commuter to downtown. I am a daily driver to White Center to work. We have lived here nearly 20 years. We lived through years of construction of those structures and the impact is vast as far as noise, loss of sunlight and sky, change to the "feel" and privacy of our home. That said, we knew this area was zoned this way when we purchased our home and benefited from years of recession-delays. A Lightrail down the dense residential street one street down was never in a plan and has been hastily proposed.

I support the comments and insights of the East Alaska Junction group.

Communication ID: 350913

Name: Goutham Reddy

Comment:

I would like to express support for the elevated line to the West Seattle Junction. I would vote for the North-South alignment (Yellow) east of California (41st-43rd) and secondarily for the ST3 representative (Red). The elevated line would serve West Seattle just fine and is sorely needed. Elevated is what voters approved. Please make it happen by 2030!

I DO NOT support tunneling which will delay the project by more than a year and is expected to require over $500 million in additional funding. Those additional funds would be better spent elsewhere to extending light-rail and adding additional bus capacity.

Communication ID: 350914

Name: Crystal Loya

Comment:

Huge mistake to approve elevated options which wipe out established neighborhoods and limit the future economic growth of the area. Puts West Seattle at an economic disadvantage as development is much less likely to occur next to an elevated rail line, as well as creates divisions within the neighborhood itself. Elevated parallel with the existing bridge to get over the water is of little impact, but once it reaches the hill, much better to be on grade or below ground.

Communication ID: 350915

Name: Joyce Hoppner

Comment:

As eager as I am for the light rail extension into West Seattle, I feel strongly that the plan to go around the north end of Pigeon Point is the wrong one. I much prefer the purple route. I have spent the weekend watching the heron rookery, and the eagles, both of which will be unsettled by the northern most route. The distruction of the green space at the north end of Pigeon Point and the businesses on Delridge is what I feel is most wrong with the northern route.

Yes to the Purple route.

Save the Rookery!

Communication ID: 350916

Name: Michael Partington

Comment:

Don’t build overground line. Tunnel options far preferable for reasons of environmental impact, maintaining historic districts, preserving and expanding population density, including more low cost housing, future passenger volume scalability, safety, longevity of infrastructure investment, loss of property tax income ... you name it. Hard to find any good reasons to support overground option.

Communication ID: 350917

Name: Sarah Odell

Comment:

I'd like to take a moment and strongly request you review the tunnel option for the West Seattle Light Rail. Any overheard building would be horribly disruptive to the neighborhoods it will tear apart, it's not community originated, and in the end it will cost the business and city money. Overall it's not what West Seattle wants and I ask you weigh this heavily when reviewing the options. The tunnel is the right way to get this done. Thank you for your time.

Communication ID: 350918

Name: Katie Blincoe

Comment:

Dear Sound Transit,

I think it's great that we might get light rail for West Seattle, but it needs to be underground!! Queen Anne, Capital Hill, University District, Ballard, etc all are getting a tunneled rail! WHY not West Seattle?? An above ground would be so destructive to our neighborhood feel which is why we moved here and not to other parts of the city. Additionally, We all have poured so much money into upgrading our houses, for us on 41st Ave SW, we just had a new roof $10K+ and new sewer $15K+ done not to mention the $50-70K spent a few years ago to get our house up to speed with electricity and plumbing upgrades. It would be such a disaster to lose the equity if you had to buy us out. Also, we all chose West Seattle for its relative quiet, an above ground rail would cast shadows and block views of the sound and increase noise levels to an unbearable level. I DO NOT want the rail to be above ground or to go on 42nd, 41st or Fauntleroy. We have an incredible Rapid Ride C-line on California that serves is so well. take it underground if you want to head south to Burien! Thanks so much.

Communication ID: 350919

Name: Julie Hoppner

Comment:

Others will have written more extensively and more eloquently, but I wanted to add my voice to those excited about the arrival of light rail to West Seattle, and those who have raised questions about the shared details of execution. I would advocate for:

a re-consideration of the purple line

a hold on official dismissal of the purple line until a deeper cost and benefit/risk assessment can be completed

Advocacy for the purple line is based on both environmental and neighborhood considerations. First, that there is an active Great Blue Heron nesting ground at the northeast tip of Pigeon Point that would be decimated by an elevated light rail situated just south of the West Seattle bridge. These moments of nature within the city are few and far between, and are worth preserving. Additionally, the turn around Pigeon Point onto Delridge would require carving the edge of an already precarious and slide-prone hill and placing the light rail as close as 10 feet from homes. So along

with neighbors losing homes that have been here almost 100 years (egregious enough on its own), the neighborhood remaining will be blighted with noise pollution and an unsafe bedrock upon which to face future earthquakes.

Thank you for soliciting resident feedback. Along with the financial bottom line, I hope you will take into account the impact these decisions will have on West Seattle neighborhoods like Pigeon Point, and the wildlife we share them with.

Communication ID: 350920

Name: Annelies Stoelinga

Comment:

I believe that a tunnel option is much better than an above-ground option for the lightrail. West Seattle is primarily residential and doesn't have buildings much taller than maybe 6 stories, so I feel that a raised platform and tracks would just stand out much more than is necessary. This is also good because it allows the station to be North/South oriented and allows for future extensions. However if above-ground is the only feasible option, the one going up Fauntleroy is much better than the one up Genesee, as Fauntleroy is already a big busy road with businesses, whereas Genesee is a residential street with houses.

Communication ID: 350921

Name: Michael Davis

Comment:

I strongly prefer the 'West Seattle Tunnel/C-ID 4th Avenue/Downtown 5th Ave/Ballard Tunnel alternative, specifically with the Galer Street Station and tunnel station @ 14th. The visual impacts of the elevated lines are significant and would create permanent, negative impacts on the public realm in the areas where implemented. The Galer Street Station, situated nearest the Seattle Armory presents a once in a lifetime opportunity, as the Armory is proposed to be decommissioned over the coming decade this site would lend itself well to transit oriented development. The impacts to the existing urban communities and Salmon Bay maritime industry are significantly mitigated by pursuing the tunnel options, an approach that I strongly feel will pay for itself by lessening the negative impacts on the public realm of the elevated lines, and by allowing for future attractive transit oriented development adjacent to the new stations.

Communication ID: 350922

Name: Brian Walters

Comment:

Each of the at-grade and above-grade options for the West Seattle constitutes an enormous adverse impact to the existing and potential future urban fabric. While a mass transit option is very much needed at the Alaska Junction, a raised structure will negatively alter the most important urban center in West Seattle. The scale of an elevated structure

will dwarf the existing fine-grain fabric and alter an otherwise friendly streetscape. A below-grade station and tunnel is the most appropriate solution, similar to other significant urban centers in Seattle. I urge the committee to develop a below-grade/tunnel option with more substantial cost and environmental impact analysis than previously presented.

Communication ID: 350923

Name: Anonymous

Comment:

I support the development of a tunnel in West Seattle. This will reduce the need to purchase and destroy properties/houses, will keep the fabric of West Seattle intact (not divided by a large elevated track), and will have less impact on purchasing business properties. I understand the increased costs that comes with a tunnel; however, I would support increased taxes and/or a LID (coming from someone who would most likely pay into the LID). Please make the right decision for West Seattle.

Communication ID: 350924

Name: Katherine Heller

Comment:

As a West Seattle resident I am excited for the planned extensions of the light rail project. West Seattle is a vibrant and rapidly growing community that will benefit from the presence of a light rail extension. However, I was dismayed to see the West Seattle Elevated (yellow) alternative route proposal as one of the possible routes. Putting a large elevated light rail route and station through the center of multiple residential neighborhoods will suppress the hoped for economic growth and development around light rail both before and after construction. Even continuing to consider this alternative will affect the stability and prosperity of the surround neighborhoods, harming the very community the light rail was intended to serve. I also worry community outcry and legal actions will end up making the project both longer and much more expensive than currently planned/projects if the Elevated (yellow) alternative is chosen, or even studied in the future. I strongly encourage the ST board to first consider the original representative project that attempts to confine most construction to public roads and business areas. This is the plan that was voted on by the public and I believe best represents a balance between a feasible light rail route and honoring community interests. If concerns for future extension development mandate that a north-south station be studied, then I would encourage the board to consider a tunneled option to best serve the West Seattle community.

Communication ID: 350925

Name: Teresa Studebaker

Comment:

I am willingly and respectfully submitting my full support for the Blue option that is currently under consideration. This option has the least amount of disruption to existing homes, SUCH AS MINE and businesses. It's "win win" option and will help in the future with creating denser housing to promote the future population growth in West Seattle.

Communication ID: 350926

Name: Bradley Anderson

Comment:

I do not favor any alternatives using 14th Ave N of ship canal. I favor elevated construction or at-grade where possible. Any routes that do not connect to Ballard City center seem pointless. Keep residential neighborhoods intact. Previous Monorail concepts used elevated route above 15th ave. This will have to be as surgically precise construction as can be done-I hope technology is up to that. If Ballard is so scarred- neighborhood destruction/condemnations It will be divisive and Ballard will have lost whatever continuity it now possesses.

I'm impressed with tunneling technology, but realize that that adds heavy costs to the project, so favor the minimum.

Communication ID: 350927

Name: Jim Schwartz

Comment:

Upon attending the last open house, I saw the proposed yellow line for the first time and found a number of issues of concern. The number of homes involved directly and indirectly seems to be very high which seems peculiar in the face of a housing shortage. This comes at the same time as many of these homes being up zoned. Both these actions seem contrary to the Alaska Junction neighborhood plan to maintain a single family character.

The rationale presented by the Sound Transit representative for the yellow line appearing focused on getting a station into a north-south orientation to foster future extension. Of course, the future extension would destroy a lot more homes. Knowing that tracks can have curves to realign to a southbound, there is no real reason to align a station in such a manner. The station should accommodate a southbound component, but pretending that the north-south orientation of the station is required to successfully design for future expansion. The Fauntleroy alignment could be the better location for the station, but that's not on the table right now. Clearly, a tunnel option is the best long term solution to provide service to the junction area

I also learned that existing bus routes are a location criteria. It is true that bus stops and routes are sited to serve population concentration, but bus routes and stops can be easily be moved a couple of blocks and meet the same population needs and provide the linkage with the light rail. In the case of the junction, the focal point may need to move down the east slope of Alaska until a "north-south" orientation can be established if an elevated option is the sole tactic available (tunnel preferred). If this is the case, there appears to be two stations in close proximity, opening the opportunity to eliminate a station.

The elevated options (red and yellow) have the obvious negative elements of construction noise and disruption, need for property acquisition, destruction of homes and just the negative aesthetic of operational noise and physical obstruction. The tunnel option eliminates all these issues. The long term characters of the area will be determined by

how this will be done. The cost of the tunnel options are a serious hurdle, but the long term benefits in creating a superior environment certainly warrants serious pursuit. The tunnel has no north-south alignment limitations, it's only which street makes the most sense. I suspect this would come down to the cost; the lower down the hill, the less the cost.

The concern about a southbound expansion in the future could also be designed to junction into the system at 35th or, better, Deleridge. This would be preferred to design trade-offs that result in poor design for the junction.

If elevated options are the sole considerations, the red line is preferred over the yellow line. The red line follows existing right of way with as little destruction of homes and aligned towards existing high density uses. The station could be re-aligned in the Fauntleroy area if the north-south orientation is a true concern. The yellow line just seems so miss directed in destroying existing homes (and the character of the neighborhood) with the promise of doing more destruction if the extension comes to fruition. Part of the "total cost" of the yellow line should include the impact of removing homes from the real estate tax rolls and the devaluation of the near-by homes due to sound, light and privacy impacts.

Communication ID: 350928

Name: Julie Garbutt

Comment:

Please focus/study a West Seattle Tunnel option for the Junction Station. Also consider that any elevated lines need to be situated on streets where they would be appropriate in scope and busyness. My mind goes to the current alignments in SODO, along MLK and along I 5. Other areas seem to have underground rail. Perhaps this is what should happen with rail expansion in ST3. I am a funding constituent, faithfully paying my tabs every year and prefer my money go toward a WSEA Tunnel option. Thanks

Communication ID: 350929

Name: Julie Garbutt

Comment:

Feel that one station within the greater Junction area is plenty. There is no need for both a Junction and Avalon Station alternative

Communication ID: 350930

Name: Bruce Butterfield

Comment:

Regarding West Seattle Stations:

Should be tunneled to Junction Station. Its hard to understand all the options but I lean towards the purple line, bring it back. Tunnelling under Pigeon Point seems shorter than some options. The Delridge Station should be south of Andover St, around Genesee St. I support tunneling under Avalon Way and west into the Junction. South on Fauntleroy Way seems best if continueing to White Center/Burien is desired. I like underground as opposed to overhead or removing dozens or hundreds of homes. Our precious neighborhood feel is in jeopardy from over development but taking away housing stock and business opportunities is bad from a taxation stand point and aesthetics. Tunnelling was important to Beacon Hill, Roosevelt and other areas and it seems as important to do so in parts of West Seattle too. Thank you for taking time to listen.

Communication ID: 350931

Name: Bryan Quandt

Comment:

Please note that I already gave a comment on EIS scoping during the open house at Union Station. This comment is intended to add to that comment, and regards alternatives and a topic for EIS scoping.

I believe that alternatives that require third-party funding should not be pursued further, as that third-party funding may come from local government entities that provide other transportation services, and the money that those government entities provide would otherwise be used on other transportation capital projects that would provide additional non-SOV capacity. Investment by those third-party government entities therefore may, and in my opinion would likely, result in fewer investments in the transportation infrastructure we need to grow sustainably as a region.

I thus propose another topic of study for the EIS: effect of the alternative on other transportation investment, by mode of transportation invested in. One potential metric for this, beyond amount of investment (and investment in each mode), could be percent of overall investment made in sustainable or non-SOV transportation infrastructure.

Thank you.

Communication ID: 350932

Name: Hannah Love

Comment:

For the sustainability of central West Seattle (not just the current houses and people, but long term livability), I strongly prefer a route that doesn't go above ground through the Junction area. The residential streets proposed for elevated tracks are not wide enough to support the vibrant businesses and housing that we see along MLK. I can't imagine anyone wanting to live in shadow of a noisy structure like an elevated train.

Communication ID: 350933

Name: Brittany Neilsen

Comment:

As a home owner at 37th and Genesee, I strongly oppose the red and yellow line as it will greatly impact my residence. Specific concerns include:

Reducing the value of my home as it will be adjacent to the yellow elevated rail

*Significant impact on safety and accessibility to my home and neighborhood during what will inevitably be a multi-year construction project of both the yellow and red lines.

*Demolishing the homes of many West Seattle families and negatively impacting the community not only through housing removal but also through an increase in noise, vibrations and blocked natural sunlight from tall overhead passes.

*Concern that overpasses will allow additional places for squatters and homeless encampments adjacent to my home which is currently in a very safe and community oriented neighborhood, with highly rated schools and walkability ratings.

*Concern, particularly with the yellow line, that elevated rail proximity to two small, local schools and preschools (Holy Rosary and Seattle Lutheran) will create excessive noise pollution as well as safety concerns.

*Concern that future expansion South to Burien will disrupt not only hundreds of homes, but many businesses as well as West Seattle's unique, local neighborhood vibe. Many of us have lived in West Seattle our entire lives and consider it a very special neighborhood within the city. Removing large swaths of homes and businesses during expansion could impact junction businesses and schools.

*An above ground route expanding down Delridge to White Center and father to Burien could be a likely and more realistic expansion vs. a route South from the Junction.

As the city grows, I have concerns that building an above ground light rail - either red or yellow line - will take up valuable business and real estate in areas that could be modified to increase urban density.

I would also like to request additional feasibility and cost studies on the previously discussed tunnel option (blue line). As a local tax payer, business owner and home owner, I would like the facts for the tunnel on the table so that we can make an informed cost decision. Please let us decide whether we are willing to take on the additional cost for a tunnel. A tunnel is a forward thinking solution which allows for future urban growth and density (both business and housing) on valuable above ground real estate, while preserving the desirability and character of a thriving neighborhood.

Whatever transportation option we choose will have an impact on generations to come, and I hope that you will thoughtfully review and consider our comments.

Thank you,

Brittany

Communication ID: 350935

Name: Karen Stone

Comment:

I think it's vital as a member of the Pathfinder K8 school community and a home owner who lives on the eastern side of west Seattle that the purple line option be reconsidered as one of the plans. You must check in with school communities and families

Communication ID: 350936

Name: Shannon Felix

Comment:

I support tunneling. High level structures are obsolete as shown by the removal of the viaduct.

Communication ID: 350937

Name: Ann Brink

Comment:

Hi- one more comment. Stop rain on market street. Allow buses from there.

Also looks like train stops before Ballard HS on your map.

Also- please done segregate poor people to the transportation hubs. That is just weird. They should be integrated in all areas of the city. All new buildings and developments should have low income housing.

Thankyou for reading this and listening.

Communication ID: 350938

Name: Benjamin Plotke

Comment:

I would like to ask that the foremost consideration in alignment choices be riders. How close are the stops to most destinations. How easy are the bus transfers. How easy will the transfers between lines be, especially considering the plan to break the current line and tie West Seattle to North Seattle and Ballard to South Seattle.

I would like to ask that the second most consideration be fiscal prudence. There seems to be a lot of requests for more expensive options, but most of these requests don't actually provide better rider experiences then the representative alignment.

Thank you for the great work you are doing.

Communication ID: 350939

Name: Lisa Barajas

Comment:

I have lived in West Seattle all my life. The changes over the past 34 years have been exponential. I really hope that you listen to the voices that actually live here and consider them closely. I think that the underground tunnel will be a much better option despite the extra cost. The people and neighborhoods will be greatly affected negatively if the light rail tracks take over. The hundreds of homes that will be destroyed in the process is just a terrible tragedy. The displaced residents are the most important and I hope that you consider the humans affected by this.

Communication ID: 350940

Name: Don Farrell

Comment:

I keep hearing from friends and acquaintances that the West Seattle end of the WSB line will force them from their homes if it is not done by tunnel. Several of these people are homeowners who have been living in their homes for decades. I know tunneling is much more expensive than above-ground, but I am certain the people in that neighborhood would prefer it almost unanimously, by whatever means funding could be cobbled together. Besides, this rail line will be there for decades to come, so why not have it be the best it can be? Please consider the underground option. Thank you.

Communication ID: 350941

Name: Amir Sadrpour

Comment:

Comments below pertains to west Seattle:

A tunnel is the best option for delivering light rail service to West Seattle and Alaska

Junction based on the available alternatives.

The current “Yellow/Orange” Elevated Alternative will create a permanent scar across a

thriving East Junction community; one that is a vibrant, evolving tapestry of single and

multi-family residential housing.

Any above ground option entering the Junction will set a terrible precedent for future light rail expansion. If elevated, any progress south to neighborhoods like High Point, White Center, and Burien will involve the decimation of hundreds if not thousands of West Seattle residences, forever altering West Seattle and creating an artificial barrier between neighborhoods.

Light rail is a generational decision. The options chosen will be in place for the next several decades. Decision makers and planners should not be tempted by quick and easy

alternatives, but instead support and build something the entire community can be proud to pass on to future generations of Seattle.

Prior alternatives, including the “Purple” Pigeon Ridge / West Seattle Tunnel, Level 2

Alternative (“Purple Line”) and “Pink” Yancy Street / West Seattle Tunnel, Level 1

Alternative should be brought back for analysis during the EIS.

Communication ID: 350942

Name: Erica Schwartz

Comment:

Why are two light rail stations within 10 minutes of each other necessary?

Communication ID: 350943

Name: Anonymous

Comment:

If sound transit cannot focus effort on the YANCY STREET/WEST SEATTLE TUNNEL, as the recommended option and preferred west seattle option, I would just as soon you get out of west seattle and forget the light rail. West Seattle has made it abundantly clear that there is no interest in a street or elevated route. No need for three stations and no desire to cleave the Alaska Junction in two. No justification to take any tax paying residential homes. The YANCY STREET/WEST SEATTLE TUNNEL is preferred as the path of least destruction.

Communication ID: 350944

Name: Amir Sadrpour

Comment:

Current West Seattle proposals have fundamental problems

After more than a year of study and public commenting, PST has proposed an (1) ST3 representative line that is deemed difficult for future expansion, (2) a tunnel option that requires as-of-yet unsecured additional funding, and (3) a destructive and unpopular elevated (orange/yellow) rail line. Consequently, we urge members of the ELG and Sound Transit Board to reconsider some of the past alternatives such as the pink line that extends to the south using Fauntleroy Way SW.

Communication ID: 350945

Name: Martin Talarico

Comment:

Please build a tunnel in West Seattle to the Alaska Jct.

Communication ID: 350946

Name: Zachary Corum

Comment:

My family of 4 lives near the junction and since I have young kids and work nearby have no other place I'd rather be. We love the junction and west seattle and public transit. We wholeheartedly endorse both the 31-Mar 2019 comment letter by the West Seattle Transportation Coalition and the 2-April 2019 comment letter by the Junction Neighborhood Organization.

A tunnel is the only viable option for our community. The unique character of our community would be extirpated by a lengthy above ground construction project. As a longtime Seattle-ite I am very familiar with the lengthy disruptions that occurred constructing the original stations and tracks between downtown and the airport and downtown to northgate. The thought of dealing with those impacts between Spokane St to California Ave in our geographically compact community dominated by small businesses is heart breaking. No amount of mitigation will make up for that kind of harm. Yes, when we can't stand the mess a poorly implemented project has wrought, someone will move into our house in a decade or two and they won't know the difference or care about the construction impacts, but my family and community will have suffered greatly and unnecessarily. I hate to imagine my friends and neighbors abandoning a place we love and never would have otherwise contemplated leaving.

West Seattle and the Junction area are amazing yet still underserved by the city and uniquely vulnerable. We need office space and jobs. We need green space and parks. We need more affordable housing for families and fewer luxury town houses for single tech workers. We need reliable connections to downtown. AND most importantly we need to preserve the livability and character of our neighborhood. We already have the C line. It's working great. Some incremental improvements are all it would take for people to feel like they will never need light rail here. Asking people to let their neighborhood be torn apart for future transit when we have a highly functioning C line is a non-starter. Asking people to detour around a couple of properly located station entrances for 5 years in exchange for a more rapid and reliable transportation option is a winner. This project has immense opportunity to do good but it needs to be done right for that to happen. A tunnel is the only viable option. An elevated line will create a political firestorm and result in strong neighborhood resistance, and rightly doom the project and any politician that supports it.

I believe that for any public service or public works project to be a public good it needs to be effective and make the public at large (existing and future) whole. While an elevated or at grade option through the junction will achieve the long term transportation needs of our community, it will be at considerable expense of the people that live here now. By any measure, that will not be a public good.

This project should serve our community and make it a better place to live, today and tomorrow. That's what I voted for and that's what I am happy to keep paying taxes for. Thanks for taking the time to read this far and thanks for your public service and commitment to serving our community!

And finally, be sure the designers preserve the Delridge skatepark, a unique and cherished gem for the kids and grownups alike.

respectfully,

Zac Corum

Communication ID: 350947

Name: Gary Reifel

Comment:

I am very disappointed with how Sound Transit has presented the alternatives relegating the tunnel which is the best, least disruptive and better positioned for future expansion to page 13 of documents. There is clearly a bias against the tunnel due to cost concerns which are overblown relative to the cost of procuring commercial and residential properties above ground. There is also no though given to parking in for transit riders in the proposal. The train would be far more effective with an underground station near the West Seattle Golf course at existing transit bus stops vs. Genesse Street. The Stadium parking should be re-done to support a park-n-ride model. Build a garage and charge for parking to re-coupe the cost. Bottom line the above ground line proposals all solidly miss the mark in terms of what West Seattle residents want and need. The PR effort to push above ground transit didn't work at the town hall meetings. Fix it and tunnel, tax if you need to support the tunnel plan that improves West Seattle rather than demolishes it.

Communication ID: 350948

Name: Erica Schwartz

Comment:

I am opposed to the yellow line, as it seems it will destroy many homes and the character of the neighborhood. The red line seems to follow a more logical existing right of way, along a commercially developed corridor. My preference would be for a tunnel which would minimize the disruption to the neighborhood and provide long term aesthetics.

Communication ID: 350949

Name: Amir Sadrpour

Comment:

King5 News published an article titled “Sound Transit using bully tactics, Bellevue neighbors say” in February 2018. The article states PST has offered $300 compensation to impacted neighbors from the light rail construction. The article states PST would end up paying $11 million in legal fees to fight the unhappy residents. Please do not fight future affected neighbors, please consider compensating them fairly, and include such compensation into your budget. A

destructive plan such as the yellow/orange proposal in west Seattle, will impact many residents, and there will be many law-suits and legal complaints.

Communication ID: 350950

Name: Jennifer Girou

Comment:

Tell Sound Transit to bring back the Purple Route (tunneling under Pigeon Ridge and tunneling into Alaska Junction) for Environmental Impact Study!

Concerns include:

preserving urban landscape, and community surrounding Pathfinder

minimizing construction impact on transit to/from the school, neighborhoods, area businesses

leveraging the light-rail project to improve the quality-of-life of the area surrounding Pathfinder (rather than blighting that area with the noise, decreased property values, and lost real-estate required by the currently proposed raised tracks. (aka Viaduct-the-Sequel))

Communication ID: 350951

Name: Amanda Kirk

Comment:

No tunnel. I would rather have a project cost less than have a tunnel.

Communication ID: 350952

Name: Holly Simon

Comment:

I'm a West Seattle resident and I strongly prefer the tunnel option for the train line. Thank you.

Communication ID: 350953

Name: Linda Braddock

Comment:

Please select the tunnel proposal for West Seattle. The above ground alternatives proposed will negatively affect all that live in West Seattle with construction impact and blemishing an otherwise beautiful Seattle neighborhood. Most welcome the train and improved transport options but not at the toll the above ground options will have. Beacon Hill Station is the perfect example of a station done well. The neighborhood is left intact to thrive and prosper. Nothing will grow in the shade of an overhead train. The Northgate Mall station is a perfect example of what we don't want in West Seattle.

Communication ID: 350954

Name: Andrea LaFazia-Geraghty

Comment:

Do not remove existing homes in west seattle.

Explore underground

Build underground or use existing parks or business areas

Communication ID: 350955

Name: Geoff Briggs

Comment:

Hello,

I am writing in support of a tunnel based route under the ship canal and into Ballard. While more expensive a tunnel and underground station offer the best opportunity to site the station in the heart of the Ballard business district, and avoid disruptive and unsightly elevated tracks through residential neighborhoods. Thank you.

Sincerely,

Geoff Briggs

Communication ID: 350956

Name: Derek Pulvino

Comment:

As a West Seattle resident that owns a home near the Alaska Junction, I wanted to offer my input on the proposed routings being considered for further EIS investigation. There is a strong push in our area for the Junction light rail line to approach by way of tunnel. While this would come with a perceived lower impact to the community, the cost increase does not seem justified. Making even more difficult to justify is the fact while the community wants to spend more money for a tunnel, they don't support zoning increases that would lead to higher population density that may to some degree offset the cost through higher ridership. As such, at least in the junction area, an elevated line that includes noise impact mitigation appears justified. Of the options that I've seen, the modified elevated option presented by Seattle Subway and recently published on the Seattle Transit Blog makes a lot of sense to me.

Several other points:

The Junction neighborhood, as it stands is not a great walking environment. It's transected by high volume, wide roadways. Preserving this quality as is, is not a great concern.

I think the current push by the Mayor and Representative Herbold to slow down and use Bellevue's planning approach as the "gold standard" is misguided, especially as the approach used for ST3 (identify options early for EIS) was in reaction to the slow walking of the alignment in Bellevue for ST2

However the alignment winds up being established, ease of access to riders and smooth connections between various transit modes should be of utmost importance. I think the connection between UW and the stadium station or the integration between the transit center and Mt Baker station are great examples of what not to do.

If an elevated alignment comes to pass, there are ways to integrate stops and commercial development into the neighborhood. That should also be a consideration.

So yes, this is a 100 year project, but at present I think it's very difficult to justify the cost increase that would come along with a tunneled alignment through the Alaska Junction.

Also, Ballard...please don't push forward with a stop on 14th. That just doesn't make sense. It's a lot of money to put a rail line in a place with little population, poor bus integration, and is separated by the center of the neighborhood population by massive roads.

Communication ID: 350957

Name: Tom Bertucci

Comment:

While I completely understand the desire of many in the community to tunnel as much as possible (and the many reasons to do so), I also strongly feel this project needs to keeps its costs as close to the original budget as possible. "Third party" funding is too vague to me. If we are going to continue to expand this critical system through ST3 and beyond, costs have to be controlled. Other costs that are beyond our control will continue to escalate so we must keep down those costs we can control.

Communication ID: 350958

Name: Lexi Reifel

Comment:

Tunnel please in West Seattle. No above ground stations in West Seattle. I would like to see a rail system with the least about of construction disruption and positions the line to expand south bound towed SeaTac Airport all via a tunnel. No overhead rail lines.

Communication ID: 350959

Name: Kathy Golden

Comment:

I really dislike the "yellow line" idea. That unnecessarily ruins a residential neighborhood and the property values of those homes. And it would be an eyesore through a residential neighborhood. That is not Seattle! I think the city should stick with the plan to build a tunnel for the light rail -- let's take a long term approach. A tunnel makes the most sense for preserving our neighborhoods and how they operate. IF the tunnel turns out to be totally unfeasible, then the only acceptable alternative would be to run an elevated train above an existing thoroughfare, as the red line option does, above Fauntleroy. It pains me to have to comment on this. It seems like common sense to me that a tunnel, and the least intrusive route possible, would be the the obvious choice for our city. You don't build a train route after the fact through a neighborhood. If you were planning this train 30 or 40 years ago, it might make sense to build it above ground. But this city is catching up. And you should not do it by destroying our existing neighborhoods.

Communication ID: 350960

Name: Scott Ryan

Comment:

The Alaska junction station should be oriented North-South to accommodate future expansion.

Elevated guideway is OK since that is the less expensive Alternative.

Communication ID: 350961

Name: Kathleen Warren

Comment:

I implore you to bring back the Purple Route (tunneling under Pigeon Ridge and tunneling into Alaska Junction) for Environmental Impact Study!

Concerns include:

preserving urban landscape, and community surrounding Pathfinder

minimizing construction impact on transit to/from the school, neighborhoods, area businesses

leveraging the light-rail project to improve the quality-of-life of the area surrounding Pathfinder (rather than blighting that area with the noise, decreased property values, and lost real-estate required by the currently proposed raised tracks. (aka Viaduct-the-Sequel))

am concerned about several issues with the non-purple line configurations.

There is very limited access to Pathfinder School - two streets off of delridge can access up the hill. The construction impacts and subsequent traffic could greatly impact access to the school

2. Neighborhood displacement is a concern. The North Delridge neighborhood having its homes taken to put up high columns is not something I want to see

3. At heights of up to 150 feet in the air, remaining homes will be subjected to noise, shade, and view obstruction.

4. As a 100 year investment we should be looking at what will be the best for the life of the investment. Eliminating the tunnel option without more information seems misguided at best. The three remaining options are all very similar. The purple line should get more consideration and if this scoping process has any meaning the overwhelming sense of the people who live in the affected areas should be considered. Returning the purple line for consideration would validate this process.

am concerned about several issues with the non-purple line configurations.

I am strongly speaking on behalf of my Youngstown/North Delridge working-class neighborhood. In two square blocks are 90+ family homes. Many residents are low-income and people of color. This mix of affordable homes with easy access to the city core, superb transit service and increasing density is exactly what the leadership of our region professes we need more of. It's a neighborhood that should be served by light-rail, not destroyed by light-rail.

Because residents and property owners were not notified in early 2018 by U.S. Mail, as we should have been, our input has not been part of the year-long ST weaning process. We are in drastic catchup mode; supplying input and pushing back.

ST Level 3 boasts three alternatives but, in reality, there are no alternatives. All three decimate our Youngstown neighborhood.

We are requesting that other routings be included in the Environmental Impact Study; specifically, the Purple/Pigeon Ridge Tunnel and the Andover-Yancy-Avalon route. With less than five percent of required engineering completed, these routes deserve further study. In addition, the EIS should mandate an openness to NEW alternatives for study, such as use of open spaces. Open channels to both the north and south of our neighborhood, if utilized, would minimize impacts on residential properties.

On another note: I want to address the EIS process.

We (the public) don't know what's happening with our scoping submissions. We want transparency. You may receive as many as 1,000 scoping comments. We want to understand how these documents will be processed. Who reviews and evaluates the material and makes decisions? What are the evaluation criteria? Is adequate time being allotted? We urge you to allocate more time and move forward the designated dates for SAG and ELG routing and station placement recommendations. Reviews of EIS Scoping submissions must be deliberative and thorough.

Communication ID: 350962

Name: Peter Mason

Comment:

I am concerned with the permanent (for the duration of this line) loss of tax revenue and future developable land by the new yellow line. Have you studied the impacts of this loss over the next 25,50,75,100 years?

I am concerned about the negative noise pollution impacts to a currently largely quiet residential area. I took SPL readings in South Seattle and a passing train registered at 96db and a sample from our neighborhood where the proposed yellow line would cross was consistently in the high 50's. Can you tell us what the effects of the regular 40db (approx.) in noise increase will have on this residential neighborhood? How do you plan to mitigate these effects?

Why did we vote on something that was able to be changed 14 months later without a great deal of notice? Can you fully explain this?

The existing lines seem to follow arterials, and/or are in industrial areas. Can you give further detail about the financial impacts to the impacted residences in this area that will not be in the dirrect path of the line, i.e, those that will not be purchased and will potentially be within 10 feet of the new line?

If we orient the new station North-South on 41st, does that set a precendent that further epansion south will be elevated along this corridor? If so, have you studied the impact of purchasing all of those houses and the loss of future tax revenues for those houses over the lifespan of this project?

It looks like it would be more logical to head south along 35th Ave (and possible Delridge) why is this not in the current list of alternatives?

Why was the purple line abandoned? Can elements of it or all of it be brought back? Why would it be abanonded so early in the process before real budgets could be developed?

Why are the Avalon and WSJ stations so close (much closer than other staion stops)? How much money could we svae by eliminating one?

Communication ID: 350963

Name: Andreas Piller

Comment:

Please focus your efforts on providing the highest quality, most useful, most accessible system possible. Too often, the desire to reduce costs, complexities, and potential conflict result in compromises that do a disservice to those this critical infrastructure will ultimately serve: the riders and, by extension, all members of the traveling public. Stations must be seamlessly integrated into their surroundings—from the site level to the neighborhood. Walking and biking to the entrances, whether from the surrounding area or after getting off a bus steps from the entrance, should be effortless. Reaching the platform from the street should add minimal distance to the trip. Auto-dominated roads (like 15th Ave NW) should not be adjacent to the station or a barrier that people walking and biking need to cross with indirect bridges or long traffic signal cycles. The station entrances should be sited so they can become an organic part of the urban fabric, surrounded by dense, affordable, diverse, human-scaled, sustainable urbanism. They need to be as near as possible to where people already are and where land use plans intend for people to be at the time of station opening. The value these light rail lines will bring to Seattle and the greater Puget Sound region are well understood; do not allow a small number of loud voices to derail good decisions. Do not accept politically expedient "good enough" solutions, because their shortcomings will be readily apparent to people who use the service once it opens, and

mistakes with alignment and station siting can't be patched later. Use facts, past lessons learned, global best practice, and principled vision to hold local leaders accountable. If they support lesser alternatives, misrepresent the implications of trade-offs, only pay lip service to "high quality transit," or put the interests of a few current residents above the tens of thousands these investments will serve, do not let their message prevail. This is too important. The easiest to build is not the best, and it simply won't do. For will the money we are rightly spending on this effort, please make sure we get the objectively best system we can.

Communication ID: 350964

Name: Nathan Murdock

Comment:

I 100% support the positions of both the West Seattle Transportation Coalition (WSTC) and the Junction Neighborhood Organization (JuNO) - prefer postponing or removing the Avalon station for cost savings and better service times - prefer tunneling over viaducts - align over golf course instead of homes. Why are we preserving an underused golf course at the expense of hundreds of homes at a time of housing crisis? The whole design process was delayed and then rushed. Please take the time to get it right, there is no do-over.

Communication ID: 350965

Name: Bruce Meyers

Comment:

The tunnel option is the only route that will provide viable public transit without destroying the quality of life in Ballard. A high draw bridge is a waste of money because transit service will be significantly compromised by marine activity.

The elevated option will be a visual nightmare that will negatively impact residential & commercial activity. Noise will also be a major issue with this option. Also, the termination of the elevated option will require switching cars on an extended elevated line. All of the taller residential developments that Sesttle has approved & permitted will have streetfrint windows that look out onto massive columns & station structures.

Communication ID: 350966

Name: Scott Bonjukian

Comment:

Smith Cove: The recently announced opportunity to redevelop the National Guard armory site is a major reason to choose the "brown" option in this location. A station here would serve the new Expedia campus and a major mixed-use development on the armory site equally well. This would also reduce costs by running tracks at the surface instead of the more expensive "blue" option that would be elevated, by located on a steep slope in a greenbelt, and require

demolition of private commercial buildings. Armory Way is also too narrow to support elevated tracks without condemnation of new private buildings.

Ballard crossing and station: The choice between 15th Avenue and 14th Avenue station locations is too narrow. 14th Avenue would itself by unacceptable because of the long walk from the heart of urban Ballard and bus connections, and the surrounding walkshed has dismal residential and commercial density. A drawbridge is also unacceptable for the delays it would cause in transit service and possibly require extensive property acquisition. I suggest including Dave Menchofer's tunnel option in the EIS, which results in a shorter tunnel and a station on 20th Avenue in the center of Ballard (link: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/).

West Seattle junction: The tunnel option is too expensive for the lack of improved transit service it provides. Please think more broadly about the future of the regional system rather than the concerns of a few property owners. An elevated option is the most reasonable, and aligning the station north-south is a smart move to facilitate future extensions. Please include an option in the EIS for an elevated alignment along Fauntleroy and 41st Street, as thoughtfully described by Seattle Subway (link: https://seattletransitblog.com/2019/03/26/a-better-elevated-option-in-west-seattle/).

Downtown/Midtown: A station below 6th Avenue makes the most sense to expand the light rail walkshed and better connect with the missed opportunity with the dense First Hill neighborhood. Putting the station too close to 3rd Avenue would be a waste because there is no transfer opportunity here - riders will transfer at C-ID and Westlake already. A 6th Avenue option would potentially include station access in the I-5 right of way (there is some vacant land on the edge of the freeway) and facilitate future lidding of I-5, which could include transit-oriented development.

Chinatown-International District: The 4th Avenue alignment here makes the most sense to maximize the transfer opportunities with the existing light rail station and to King Street Station. The 4th Avenue viaduct likely needs to be rebuilt anyway - the City should be a willing partner to pay for any extra funding and construction coordination needed here. Digging up 5th Avenue would be too disruptive to businesses and the vertical depth of the station would not be much different than 4th Avenue anyway.

Sodo: Make transfers as painless and as horizontal as possible. Passengers should be able to stay within the station on the same level to catch transfer trains.

Communication ID: 350967

Name: Robert Schriver

Comment:

I'm a West Seattle resident of the Pidgeon Point neighborhood, and am most interested in the alignments which are most similar to the representative alignment. My major concern in the alternatives is the alignment north of the West Seattle bridge, since it appears in the documents that this would mean the removal of the current North Delridge business district. Although it seems Sound Transit is committed to relocating these businesses, there is little other viable commercial space in the immediate neighborhood, and removing the buildings would mean a severe loss of amenities for the North Delridge neighborhood, which already has a lack of businesses to serve the neighborhood.

In terms of the southern alignment, as a bike commuter I am very concerned about the impact to the West Seattle Bridge trail, since it is the only feasible bike trail for the majority of West Seattle to connect to the rest of Seattle. Although I'm sure other traffic will be impacted, there is no viable bike alternative to the lower Spokane bridge, so a lot

of care should be taken to disrupt this path as little as possible, or provide an alternative path which is similarly separated from car traffic.

It seems that a lot of my neighbors are proposing a tunnel option, which from what I understand may add a significant time delay to the completion of the project. I would like to see the environmental impacts of these potential delays studied. For example, what is the environmental impact of a year of car miles driven that would be replace with a less delayed light rail? Or the time cost of public transit users which will have delayed access if a quicker light rail build. option was chosen.

Thanks

Communication ID: 350968

Name: Martin Brennan

Comment:

To Stakeholder Advisory Group, Elected Leadership Group and the Sound Transit Board:

I am a resident in Morgan Junction who is a major fan of public transit of all forms. The C rapid ride is my personal fav at the moment. As a supporter of rail transit and ST3, the options for West Seattle are disheartening in terms of housing displacement, station options and elevated vs below grade options. Because of the extreme cost to cross the Port, negotiate grade changes, and bulldoze an incredible neighborhood, I honestly think the City should look again at Curbita and study a next generation rapid ride option. The C moves folks fast and would be better served with improved city exits and a designated lane.

That said, the current Alki Lumber site seems like a promising alternative station location that is within a reasonable walk of the Junction, would relieve displacement and can expand south down 35th.

Among the Alaska Junction Options, I sadly recommend the 41st Avenue option as the lesser of evils. My reasons are: 1.) a more central location for future south expansion 2.) avoid backtracking and crossing California crossing 2x 3.) no disturbance to the historic Junction CBD 4.) great walkshed to the Junction, future development and other transit options.

Kind regards,

Marty

Communication ID: 350969

Name: Joseph Fowble

Comment:

When I first saw the representative alignment map, I feared that West Seattle's most-traveled road was about to be turned into a Viaduct 2.0, Light Rail Edition. I have noticed Sound Transit has continually shortened the Representative Alignment such that overrun track no longer crosses California Avenue, which is a slight improvement.

I think the only version of this West Seattle project that won't be viewed as a shade of Urban Blight, similar to how folks visiting the waterfront viewed the Alaskan Way Viaduct, is a tunnel starting at the Avalon station.

If this project is worth doing, it's worth doing it right. Ballard should also get a fixed high bridge.

Communication ID: 350970

Name: Lucia Robinson

Comment:

Do not destroy our West Seattle community! Tearing down all those houses is unacceptable! Go underground or stay on Fauntleroy the whole way- it's not an old classic neighborhood-

Already is changing to town houses.

Communication ID: 350971

Name: Michael Neal

Comment:

As a West Seattle resident (Fauntleroy Way SW & SW Findlay St) whom will be impacted by and benefit from the light rail extension, I strongly support the proposal from the West Seattle Junction Neighborhood Association of a light rail line that enters the West Seattle Junction Urban Village (WSJUV) by tunnel and ends facing south at an underground station at either 41st or 42nd Avenue SW.

Communication ID: 350972

Name: Rene Commons

Comment:

The "PURPLE" Pigeon Ridge / West Seattle Tunnel, Level 2

Alternative ("Purple Line") and "Pink" Yancy Street / West Seattle Tunnel, Level 1

Alternative should be brought back for analysis during the EIS.

A TUNNEL IS THE BEST PLAN - ST3 BLUE RIBBON team go back to the option for delivering light rail service to West Seattle and Alaska Junction based on the available tunnel alternatives.

ONE SINGLE STATION - Underground- to service The West Seattle Junction Urban Village is needed - NOT two. Respectfully who thought it would be wise to site two stations only 0.8 miles apart? Underground the West Seattle Junction Urban Village Station in the Triangle and make a LIBRARY AND COMMUNITY CENTER ON TOP. The West

Seattle Junction & Triangle- West Seattles most dense neighborhood- doesn't yet have a library or a community center.

WHERE ARE WE GOING - ST3 BLUE RIBBON TEAM? Please show us some engineering expertise and vision to scope the expanse of this line for the next 10-20years. Rail across I-90 goes all the way to Redmond. The downtown Rail runs over to lake Washington and down to the airport. Share alternative that has connectivity south to other region - extend it down to westwood and down to the airport. Or extend it from delridge station south. PLEASE respect the growth process with sharing of a long term plan and vision for this line.

DELRIDGE Station - a further south station location would serve the people of the town of Delridge better.

Communication ID: 350973

Name: Dave Stockman

Comment:

Hello - I have lived in the North Admiral area for 10 years with my family and would like to comment on the alternative options. I would like to see the tunnel alternative as the chosen option. Since we are looking at 100 years, West Seattle is going to continue to grow. Having a "monorail track" slice across the neighborhood will change it for the worse forever. Let's not build another monorail, Kingdome or Viaduct. Let's build this thing the right way. Future generations will get to stroll through the junction like we do today on a sunny Sunday afternoon at the Farmer's Market. A massive station and concrete pillars will not only look terrible, but it will divide and displace us. Thanks for the opportunity to comment. Dave

Communication ID: 350974

Name: Donald Tanner

Comment:

Prefer tunnel to Ballard

Communication ID: 350975

Name: Pete Widowitz

Comment:

As a 40+ year resident of West Seattle, I can say that I do not want any tunnels over here.

IMO, the added expense of a tunnel can't really be justified. If the city would have provided bus only lanes/routes, I don't think we would have even voted for light rail.

I am much more concerned with the provision for Metro busses that will supply the bulk of Light Rail riders. West Seattle is a large area, relatively sparsely populated, so the bus will be vital to gather riders efficiently without impacting traffic.

Communication ID: 350976

Name: Monica Zarate

Comment:

I oppose elevated railway in west seattle. I feel it will make the streets unsafe for pedestrians. Also, it is not in keeping with the resdential character of the neighborhood.

I do however support the tunnel option .

Thank you for considering comment.

Communication ID: 350978

Name: Chris Rodkey

Comment:

The most important consideration for the light rail to West Seattle is that the project be completed and completed as soon as possible. I don't care if it's in a tunnel, up in the sky, down the street, or whatever, I just want the light rail to reach the heart of the West Seattle Junction (not a nearby neighborhood a few blocks away just so that people don't have to look at it, but directly in the middle of the residential and commercial core of the neighborhood.) The LEAST important factor in the light rail to west Seattle is what it "looks like." Aesthetic concerns about how elevated light rail "looks" to people are irrelevant and unimportant and should be summarily dismissed. This project must and shall move forward regardless of what construction methods are used. I am deeply, deeply concerned that neighborhood activists feel they have veto power over the entire project if they don't get the tunnel that they desire. Tunnel or not, light rail MUST go to the center of the West Seattle Junction.

Communication ID: 350979

Name: Catherine Bailey

Comment:

Hello, I commented on the proposals early on in the community vetting process and my views have changed so I want to make sure that I get in my revised comments.

I really believe that we need to avoid the elevated roadway to the Junction even though it costs more to tunnel under the WS Hill. Why?

We just brought down the Alaskan Way viaduct not just because it was unsafe but because the elevated road way was both unsightly and sliced through our geography. An elevated rail way through the heart of West Seattle will do the same -- it will be unsightly and it will visually cut through a very important part of a historic town district.

The elevated roadway will permanently displace a number of residences that are within the path of the elevated tracks. These are long-time WS residences and are part of the existing somewhat affordable housing that is a vanishing breed in the community.

These elevated rail way systems are very, very important to the future of the city and to connect WS with the rest of Seattle and they must be visually acceptable, fit within the existing character of the community and allow for additional density around the light rail stations. It's ok to spend additional money to get it right the first and only time. It's intended to last a lifetime, right?

We know that we can successfully tunnel through other parts of the city for light rail. West Seattle deserves the same consideration.

Communication ID: 350980

Name: Bruce Brundige

Comment:

- Issues of concern regarding the Chinatown-International District (CID)

How will access into the CID be maintained during construction of the CID station and the rail lines? This includes street closures, parking restrictions or elimination, lighting, and wayfinding,

- How will Sound Transit minimize the gentrication effect of expanding the transportation hub in the CID? The CID is home to a significant population of low income Asian American families and Asian American elders. It is the cultural homeland for generations of Asian Americans and is the locus of historic traditional institutions such as churches, family associations, tongs, ethnic groceries and restaurants.

- How can we bring life to the fifth avenue plaza of the current CID station and Union Station? Both straddle the border between the CID and Pioneer Square and currently constitute dead zones between these two vibrant communities.

- How do we minimize the impact of thousands of commuters on the CID? Could locating the new CID station farther west provide more efficient movement for commuters and AMTRAK passengers while still lowing convenient access to the CID and Pioneer Square for those for which those are intentional destinations?

Pedestrian traffic effects on the CID for 4th Ave. and 5th Ave. stations

Impacts on CID businesses with construction

Communication ID: 350981

Name: Kristin Gallagher

Comment:

Tunneling is the optimal long term option that preserves that neighborhoods and allow for future housing growth accessible to public transit. If the elevated option is considered, if the route is going to head west on Gennessee before turning south into the junction area, it should turn south on 39th and terminate in either a north-south or east-west station at 39th/alaska/Fauntleroy by Trader Joe's and la fitness. Using the wider roadway down 39th makes more sense as does the station at Fauntleroy and Alaska. Stations at 41st and west will create too much congestion and neighborhood disruption as will any expansion heading south on 41st.

Communication ID: 350982

Name: Yee Jyr Hwong

Comment:

I am concerned about the elevated light rail options - particularly the yellow line cutting through a neighborhood. These impact businesses, homes, and families, including my own.

Any of the elevated lines will ensure West Seattle becomes a "second class" neighborhood with noise, unattractive sights, and potential for crime. And if there's any further expansion, sets a precedent for more houses being torn down and losing their views, subjecting residents to unsightly concrete pillars, and noise.

Where else are we demolishing houses through neighborhoods? Does this make sense in a housing crisis? In an area upzoned for more residential units? No, it doesn't.

Sound Transit should do the due diligence to analyze the tunnel option and the funding gap needed to secure this neighborhood's future.

Communication ID: 350983

Name: Catherine Bailey

Comment:

My second attempt to submit...not sure why it didn't work the first time. This one will be much more brief... I have changed my views on the rail alternatives to West Seattle since I first commented a few months ago. I now support the tunnel option to WS and do NOT want the elevated tracks coming to the Junction.

We know that we can successfully tunnel based on past Sound Transit rail tunnels.

This project is a very long term (lifetime) plan and if it costs a little more money, we should pony up the money.

An elevated track to the Junction will be a visual blight and will cut off one part of WS from the other. Goodness, we just took the Alaskan Way Viaduct down for some of these same reasons!

The elevated track will cause removal of some precious "affordable" homes in a working class neighborhood -- people who have lived here for many many years. I favor increased density around the rail terminals but NOT the removal of these bungalows.

Please consider these important issues that are motivated by my desire to keep the city character while incorporating growth.

Communication ID: 350984

Name: Fiona Booth

Comment:

I am a resident of West Seattle and am very supportive of light rail extension to this neighborhood.

However, the yellow line presents a real threat that could destroy the urban fabric of this vibrant area. It ignores the street grid, tears through residential areas with an elevated line, and diagonally bisects an area that is otherwise prime for positive development and growth greatly reducing its future potential. The stated reason for this new option is to orient the Junction Station North-South for future expansion but a Southward light rail expansion is better aligned with the proposed Delridge Station if the targets are White Center and Burien.

I also question the viability of 3 stations in such close proximity (Delridge, Avalon, and Junction). Nowhere else in Seattle are there light rail stations so close together outside of downtown. Can the light rail be looked at comprehensively with other modes of transportation such as buses and shuttles to create a successful access map that doesn't require building three stations so close together, potentially freeing up funds for a tunnel option?

I strongly believe that an underground option is the right option. It is the solution granted many other neighborhoods in Seattle, and I can't see a rationale difference for why that wouldn't be the appropriate solution in West Seattle. I understand that the ST3 budget was set at a low number that only covers an elevated option. I do not believe voters were fairly informed with graphics and visuals that explained the ballot measure was elevated. Third party funding efforts should start now to see if we can overcome that budget limitation.

The options currently on the table lack overall vision. Please, involve OPCD in the conversation. Please don't construct something that Seattle will regret. It's hard not to draw a parallel to the Viaduct which we are now tearing down. Not only is it seismically unfit (even though we engineered it to the best of our knowledge at the time...codes got stricter as they likely will continue to do) but it is seen as a project that lacked vision and cut off our waterfront from our downtown. It seems ironic to consider an elevated rail through one of the most rapidly growing areas of Seattle just as we are sighing with relief that the viaduct is coming down.

Communication ID: 350985

Name: Sandra Stewart

Comment:

I am all for providing extended light rail service. However, I'm not convinced an above-ground rail is the best option. Why displace 100s of residents in the middle of a housing crisis and ruin the aesthetics of the West Seattle neighborhood, which will in turn reduce property values and therefore tax income? Think of the long term affects; have we learned nothing from the Alaskan Way Viaduct? I urge the committee to thoroughly review a tunnel option through West Seattle. If for some reason a tunnel is not feasible, the elevated line should run in existing rights of way, not rip through a nice neighborhood leaving unsightly pillars and noisy trains.

Thank you for your time and support.

Communication ID: 350986

Name: Jonathan Dubman

Comment:

Even if the West Woodland neighborhood is significantly upzoned, the Ballard station needs to be at 15th Ave., with entrances on the west side of 15th Ave., and/or pedestrian overpasses or underpasses at all four corners of 15th Ave. NW and Market, and without a significant walk to get to the west side of 15th Ave. The project should work backwards from that end goal. 14th Ave. is not acceptable. 15th Ave. is already at the edge of the Ballard business district and anything east of there would be Ballard in name only. Sound Transit should work with the City of Seattle to ensure that pedestrians, bicycles, freight, buses, and emergency vehicles and other modes all function well in the neighborhood at large as well as in the vicinity of the station, with good urban design of the station itself and the area under any bridge or elevated track.

Perhaps the arterial traffic currently on 15th Ave. can be shifted to 14th Ave. during construction, perhaps permanently, if that helps site the station where it belongs on 15th Ave. Any elevated construction would come with some impacts for new construction along 15th Ave. where a monorail was previously proposed. Extension to the north is considerably easier to envision along 15th Ave. than along 14th Ave. NW which runs into Ballard High School.

A high level fixed bridge across the Ship Canal would be a significantly better rider experience, with probably significantly lower construction risk, versus a tunnel in this general location. I'm not convinced a tunnel to Ballard is worth spending anything at all on let alone the actual incremental cost this would have.

In West Seattle, the alignment should be selected to avoid significant residential displacement, while serving the neighborhood and efficient bus transfers with a minimum of arterial crossings required for bus connections. The alignment suggested by Seattle Subway, https://seattletransitblog.com/2019/03/26/a-better-elevated-option-in-west-seattle/, seems sound, though 41st Ave. is a bit far from California Ave. 42nd Ave. is closer and thus preferable. I doubt extension to the south from here would be likely, but it's a good thing not to preclude.

Serving Stadium Station is important. A large scale new corporate campus is going up adjacent to there. It makes for a less legible system if stations are sometimes skipped.

Deep tunnels are not required or advisable downtown. They are too time-consuming to access.

Transfers at Westlake, International District and SODO, where Link lines will intersect, should be optimized for speed and convenience and legibility with a minimum of grade changes, even if it requires spending more money to adjust a tunnel alignment or construct pedestrian passages. Transfers to connecting transit service at the surface is important at every station. Riders should never have to cross two busy arterials to access a transit stop.

Serving West Seattle in 2030 is not worth it if it requires a transfer at SODO to get downtown, even if those transfers are timed, and even if they are cross-platform. Many users of this system would endure a 3-seat ride for years or, more likely, drive on SR 99. Either let West Seattle trains into the existing downtown tunnel for a few years, or defer West Seattle until the second downtown tunnel opens.

In Interbay, it would seem best for the station to straddle Dravus, with a north-south orientation, with access to connecting east/west bus service at opposite ends of the station.

Communication ID: 350987

Name: Shawn Kitchin

Comment:

Do not install elevated rail lines in West Seattle. This will destroy home values in the surrounding areas, serve as an eyesore to all residents, and significantly impact the culture in the largest neighborhood in Seattle.

Communication ID: 350988

Name: Bethany OBrien

Comment:

I have lived in West Seattle since 1996, fulfilling a dream to live in this neighborhood that began when I was a 10 year-old from unincorporated North King County. As I have experienced my neighborhood change and grow, one thing has stayed the same - all of my neighbors, new transplants and 3rd generations, love it here. We all have something different that we love. Some love the small businesses owned and operated by fellow neighbors. Some love our world famous parks and views. Basically, we all love the West Seattle quality of life. It seems to me that “quality of life” has barely been mentioned or evaluated during the prior light rail processes in West Seattle. This is not just about displacing my neighbors in a way light rail in this city has not done in any other neighborhood. This is about us having coffee at the tables out front of one of our favorite coffee shops owned by a neighbor without extra transit noise/light obstruction from an elevated track (SIX such shops come to mind on all proposed lines.) This is about the peace of spending time at Camp Long, fully experiencing the wonder and quiet of nature, while in the middle of a bustling city. This is about walking safely and easily from the store where I purchase cat food, to the store I purchase ice cream, and then home again. Perhaps “quality of life” is something that will come up in the future impact studies, but if a tunnel option is not studied, how will we know what we could have fully done to preserve the West Seattle quality of life?

When I describe where in Seattle I live to anyone not familiar to our city, I tell them I live accross the water from downtown “like the Brooklyn of Seattle.” As I have followed the community meetings about our future light rail, I have thought to myself constantly- the trains tunnels into Brooklyn! Even from the elevated river crossing...

Please add studying a tunnel through Pigoen Ridge and The Junction to your proposal. Please study preserving my dream neighborhood’s quality of life. Please study what it would mean to the people who love it here to have a loss of sunlight in the streets, walk-ability through neighborhoods, and peace in our parks. Please consider what it means to have more than just construction or displacement inconvenience. Please add quality of life to your criteria and study the tunnel options.

Thank you.

Communication ID: 350989

Name: Robert Norheim

Comment:

Please consider the rider experience first. Hundreds of thousands of riders will use Link in the future, far more than will be affected by property displacements or construction. Most important to the rider experience will be station access and good connections between Link lines and between Link and buses, and Sounder, Amtrak. At every station, please consider first station walkshed, Link to Link transfers, bus to Link transfers, and connections from Link to other modes. I realize that there may be not one solution that optimizes all of these, but please consider these long-term rider benefits above short-term political concerns such as property takings and business disruption.

For example, level platform exchanges so that West Seattle, Northgate/Lynnwood/Everett, and East Link can quickly and easily get to and from the airport and Tacoma are essential. A mined station and resulting poor connection at the ID station would be a huge mistake. I am sympathetic to the minority businesses nearby and to the construction impacts they have had to endure in the past, but the number of riders who will benefit from good connections between lines and modes over the next decades is far greater than the number of business owners who will suffer during a few years of construction. The 5th Avenue cut/cover station is clearly the best alternative from a rider perspective. Rather than mine a station, put the savings into a fund to help those businesses during construction.

A straightforward connection at Westlake between lines is essential. A underground connection to First Hill from the Midtown station would be incredibly passenger friendly and would boost ridership. Also at Midtown, entrances on both sides of the street (avoiding the mistake at Westlake where there is no SE entrance to the station). A Ballard station as close as possible (i.e., not 14th) to the Ballard urban village is essential. The best solution would be a tunnel under Salmon Bay to a station on 20th Ave NW, as proposed on Seattle Transit Blog on March 21.

West Seattle would have been better served by BRT in the first place. It is unfortunate that the political power of the neighborhood got them light rail instead. Putting West Seattle Link in a tunnel would serve no additional riders and would cost a fortune that would be better spent expanding transit access elsewhere in the city. For southward expansion, run an elevated line down Avalon and do a sharp turn onto 41st Ave SW. The sharp turn will slow trains but since they are entering/leaving a station, the curve will have much less impact than if it were not adjacent to a station.

Similarly, if a station on 15th is chosen over 20th, a drawbridge over Salmon Bay would be fine, no need for a fixed bridge. But a tunnel to downtown Ballard with a station near Fisherman's terminal would be even better. Bonus: that routing provides the ability for the Interbay station to be at Dravus, rather than north of it, which is clearly better from a walkshed/bus integration perspective.

Thank you for the opportunity to comment.

Communication ID: 350990

Name: Brian Kenny

Comment:

There is no point in transit riders using a system to arrive in their community that has been diminished by that very transit system. Really: what is the point in getting "there" when "there" is no longer worth going to?

Therefore, it is entirely appropriate to this West Seattle resident that we solve to a West Seattle solution with an underground option EVEN IF it takes longer and costs more. That is not a "Cadillac" option as a recent newspaper quote mentioned. It is the only reasonable outcome of a solution intended to serve current and many, many more future residents for decades to come, over the length of a human lifetime.

In no way am I expressing a desire to protect the Junction as a small town, quaint district. It is already becoming the Urban Center that planning policies tapped it to become two decades ago. And we haven't even seen the first of it. An elevated transit way will be a source of regret and diminishment of this vital growing URBAN HUB if we take the penny-wise, pound-foolish approach.

I want to see an underground solution, and one that is pointed south so as to be extendable in future phases. Let's figure out how to do it. It is possible and it will be worth it.

Communication ID: 350991

Name: Jackson Ye

Comment:

Hello,

I have a few concerns about the direct impact on the surrounding neighborhood and myself since it seems we would have to relocate if this route is approved.

How long would the environmental study last and when will affected parties be notified? As far as I know, nothing was prepared or sent out until last minute to owners that will have their homes taken and torn down.

What are the chances of the route being relocated since it's already phase 3 in planning? How would owners expect to be compensated, would it be fair market value?

Communication ID: 350992

Name: Elenka Jarolimek

Comment:

Yes to tunnel option into Ballard 15th Ave NW .

Communication ID: 350993

Name: Anthony Heimeyer

Comment:

As a homeowner in West Seattle, I am fully against any above ground, raised light rail transit that travels through neighborhoods.

The Underground Option is the ONLY sensible solution to those of us that have spent decades supporting and maintaining such a beautiful quality of life in this neighborhood. Like an old growth forest, West Seattle is slowly disappearing. Luckily it doesn't have to in this case!

The constant noise, the never ending construction and repair crews, the permanent deletion of picturesque neighborhoods lined with hundred year old houses replaced with a concrete and steel eyesore, and the costly repairs versus limited lifespan of another raised transit option (in an earthquake prone area) are not unknown issues.

The writing is on the wall, above ground light rail would be a net negative solution to our transit challenges, when an underground option is clearly the answer.

I thank you very much for your time and consideration.

Communication ID: 350994

Name: Mauve Azul

Comment:

NO overhead light rail. Will b dirty, noisy and darken up the streets. Steals daylight. Underground tunnel or street level only.

Communication ID: 350995

Name: Ken Cermak

Comment:

I am a member of the West Seattle golf club, and I do not want to see any impact to the golf course itself as it now stands, as a result of light rail plans to West Seattle. I have lived in Seattle for 34 years and have enjoyed being able to use The golf course for recreation, and it is an historic golf course. Its' loss or amendment to accommodate light rail would be ill-advised. It would be a shame if the layout as it now exists were changed. I vote/recommend that any planned route to West Seattle not involve the golf course itself.

"The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

30,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity."

Gratefully, Members of the West Seattle Golf Club

Communication ID: 350996

Name: James Pasko

Comment:

Please drop the 14th Ave Ballard station. It doesn't really serve Ballard (most businesses and apartments are farther than a 5-10 minute walk from the station) and requires people to cross 15th Ave, which will increase pedestrian fatalities and slow down traffic.

Instead, revive the 20th Ave station location (or 17th). I understand that both were thrown out, but simply putting the station on 14th to save some money is foolish.

Please read this Seattle Transit Blog post for more context: https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Communication ID: 351002

Name: Anonymous

Comment:

Run the line up the grade at Myers Way and then back to downtown W Seattle via Roxbury and 35th. No pricey tunnels or underground stations needed, no fantastic flyover bridges needed, should take less real estate…..should be cheaper.

Communication ID: 351004

Name: Anonymous

Comment:

I 100% support the positions of both the West Seattle Transportation Coalition (WSTC) and the Junction Neighborhood Organization (JuNO) – prefer postponing or removing the Avalon station for cost savings and better service times – no one is advocating for keeping all three stations except people who willfully misinterpret the ballot language- truncate line for now if necessary – prefer tunneling over viaducts – or align along existing major thoroughfares – align over golf course instead of homes – you can still golf under a viaduct – you can't live under it. Why are we preserving an underused golf course at the expense of hundreds of homes at a time of housing crisis? The whole design process was delayed and then rushed. Please take the time to get it right, there is no do-over. Look at historical rail routes in the area – Fauntleroy etc – they're already wide and graded for rail. Consider future southward expansion – will you repeat Seattle's historic folly and build a viaduct along Beach Drive? If that sounds ridiculous, how does building a viaduct one block off of California Ave sound?

Communication ID: 351006

Name: Thomas Utterback

Comment:

West Seattle should end with the station underground. I support a tunnel.

Communication ID: 351007

Name: Charlene Smith

Comment:

As a registered architect and 25-year resident homeowner in West Seattle my strong preference is a rail TUNNEL and below grade station. Taking existing property owner's homes and removal of tree canopy for an elevated rail would be unacceptable and create a permanent eyesore. From my architectural history studies elevated above grade transportation structures destroy the quality of life for those actually living near them and creates " dead zones" where folks don't want to go near the elevated rail structures. Also, sunlight is so valued by most folks and an elevated rail will create permanently cold dark areas. Please consider the TUNNEL as the only reasonable option for West Seattle rail. The EIS should also review the sunshine blocking and loss of tree canopy in addition to the numerous homes that would be lost with an elevated rail structure. TUNNEL PLEASE !!

Communication ID: 351008

Name: Page Swanberg

Comment:

The rail TUNNEL and below ground station seem to be the only reasonable option for West Seattle. I've been a West Seattle homeowner for 22-years and value the beauty of my community, please don't destroy my neighborhood with an elevated rail structures. TUNNEL and underground station get my vote.

Communication ID: 351101

Name: Sharon Price, James (Jim) Price, Brandon Smith

Comment:

This park by 22nd Ave SW neighbors and classes from the local elementary school (along with some commercial businesses) was completed in 2002. It is between the end of 22nd Ave. SW and the Delridge on-ramp

Picture 1 shows the framed bronze award from the department of city neighborhoods and some business helpers

2. Picture 2 is the 22ndave street end park from one view

3. Picture 3 shows the park's "Welcome to Pigeon Point" obelisk with tiles decorated by our neighbors and some school children (they came out into the school hallways one at a time and with the help of a volunteer decorated tiles which were fired in Sodo)

This park would most likely be destroyed by the light rail viaduct coming around the south side of the West Seattle Bridge. It has been the site of neighborhood gatherings and spring clean projects. It is part of our neighborhood which we all love and want left alone. The tunnel through Pigeon Ridge would leave us alone. Please reconsider that option. Money was found for the downtown tunnel, tunnels are the future of transportation as opposed to more viaducts, and we want our Youngstown and lower Pigeon Point neighborhoods left intact.

Thank you,

Brandon, Sharon, and Jim

[the three pictures of Pigeon Point Park referenced in this comment are attached]

Communication ID: 351106

Name: Jeff Angeley

Comment:

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14thAve NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with business and residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Paying extra for a tunnel now is a future-oriented approach that will not only support the business and residents in the district but make future expansion better.

Thank you,

Jeff Angeley

1113 NW 52ndStreet in Ballard

206-391-1836

jeff@angeley.org

Communication ID: 351108

Name: Sandeep Gani

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Communication ID: 351111

Name: Mark Foltz

Comment:

Sound Transit 3 West Seattle/Ballard Elected Leadership Group,

I am attaching my Level 2 scoping comments for Sound Transit 3's West Seattle to Ballard alignment, which I have also submitted to the website.

However I also want to address the issue of revenue. Over $1.3B of additional scope has been requested in Seattle including a West Seattle tunnel, a Ballard tunnel, a more expensive bridge option and a deep station for the ID. ST3 is already funded by a number of regressive taxes, and when elected leaders make statements implying they are going to raise taxes again and again for ST3 it really makes Tim Eyman's job too easy.

If you believe our tax system is regressive, then increases in scope must be justified by one thing and one thing alone: what is best for generations and generations of future riders, not short term impacts or aesthetics.

Thank you for your time.

CC: Sound Transit Board

From Ballard over Salmon Bay, I support thetunnel / 14th Ave NW alignment. I am certainly not one to validate everyone's complaints, but I don't see how you can build a bridge over Salmon Bay and not interfere with Fisherman's Terminal and other maritime uses. Also there is potential for some high rise TOD around 14th Ave NW with appropriate

upzones, while Market and 15th is already close to built out. Ideally the station could be aligned back towards 15th to improve transfers to RapidRide D and future expansion to Crown Hill as an elevated line.

Continuing south, theBNSF alignment with a station at Galer St.is preferred to Smith Cove, as the station location will be within the walkshed of Expedia, the cruise terminalandthe Seattle Armory, which has incredible potential for redevelopment.

Downtown, I support a station atHarrison/Republicanfor better access to the heart of upper Queen Anne, as well as the possibility of an entrance integrated with the Seattle Center Arena. This also has better bus and monorail transfer options. However the line should continue southward along 6th Ave for a station at6th Ave/Springfor better integration with Madison BRT and to get riders a bit closer to First Hill.

For the International District station, I support anyshallow station option, as ID will be a major transfer point among light rail, buses, Sounder and Amtrak, and we must design with generation after generation of future riders in mind. CID businesses and residents should be made whole of any construction impacts. Don't let Seattle try to foist a 4th Ave Viaduct rebuild on Sound Transit as a condition, as Seattle does not have a good record at executing major infrastructure projects and it will add cost and delay.

I honestly don't care what you do in West Seattle as long as the station is aligned N-S for future expansion, meaning therepresentative alignment should be rejected. If West Seattle wants a tunnel for aesthetic reasons then make them pay for a tunnel. Not one dime of money outside of West Seattle should go for a tunnel. Similarly if the Port wants the Duwamish bridge in a specific place of their choosing make them pay for it.

If Seattle somehow finds $700M under the couch cushions, then it must not go to West Seattle beautification projects. Instead we could pay to tunnel light rail under South Seattle like we should have done originally, instead of the status quo which causes numerous delays throughout the system and regularly kills and maims South Seattle residents.

Mark Foltz

3635 Burke Ave N, 98103

spuddybuddy@ubertuber.org

[response from King County Executive office below, office FW'd Mark's comment to the WSB scoping inbox]

Dear Mr. Foltz:

Thank you for your letter to the King County Executive's Office regarding the West Seattle and Ballard Sound Transit Link Light Rail scoping process.

As you directed your email directly to the members of the Sound Transit Board, including Executive Constantine, I have forwarded a copy to Sound Transit to ensure it is on the official project record. I have also forwarded a copy to Chris Arkills, Executive Constantine's transportation policy advisor.

Executive Constantine is quoted regarding his positions on the West Seattle and Ballard extensions in this article in yesterday's Seattle Times:

[https://www.seattletimes.com/seattle-news/transportation/new-taxes-ahead-neighbors-politicians-seek-tunnels-for-future-light-rail-to-west-seattle-and-ballard/]

James Bush

Communications Specialist

for King County Executive Dow Constantine

Communication ID: 351116

Name: Kirk Robbins

Comment:

What will be the impacts of an above-grade crossing of the Ship Canal on the maritime industrial sector of the Seattle economy (and revenue base): short; intermediate; long?

SHORT TERM — How might the threat of a major high or low bridge deter capital spending, scare away potential business tenants, induce businesses to close or relocate?

INTERMEDIATE TERM — Construction impacts on existing businesses, especially in construction of bridges.

LONG TERM — What is the impact of huge pylons in truck routes?

How much land now in maritime-industrial use will be lost to pylons, bridge support and maintenance facilities?

FISCALLY, maritime/industrial activity is net positive for local governments, revenues over expenditures. Discuss and estimate.

***** ***** *****

EARTHQUAKE DAMAGE to bridges, as compared to tunnels. Beyond safety and economic superiority of tunnels (v. bridges) is the environmental damage caused by major repair and restoration of fallen bridges.

Sent from my iPhone

Kirk Robbins

936 NW 51 Street

Ballard 98107

Communication ID: 351119

Name: Joe Illing

Comment:

I own a unit in the Fifth and Madison Condominiums. I oppose a Link Station in my backyard, based upon the following queries: Why would you consider destroying one of downtown's jewels, one of the few quiet, green open areas in the heart of the financial district? Why would you direct the foot traffic and destroy the tranquil ambience of the place? How can this make sense, especially considering the nearby alternatives that have walkways that can accommodate such traffic? If aesthetics and urban conveniences for a city's residents and visitors are an essential component of your decision making, as I feel they should be, you will look elsewhere to establish your station.

Respectfully, Joe Illing

Communication ID: 351120

Name: Sarah Chepregi

Comment:

Hello,

I attempted to submit my comment online, but it looks like the page has refreshed and deleted my paragraph. To ensure it gets in there, I'm forwarding on to you as well! (Glad I copied it over the second time!)

"West Seattle is one of the last truly cozy places in our ever-growing city. It would be inappropriate to build a gigantic towering structure to crush into Delridge and on to loom above California Ave. I believe the best choice is to bore a tunnel (the originally scoped "purple" route option) to provide the least disruption to the overall feel of the neighborhood. Although it is well understood that the price tag on tunneling is quite high, it provides the best plan for longevity and there is little purpose in spending slightly less money on a worse plan. We're spending a bajillion dollars anyway! Although all plans will create some human and home displacement, the re-development available to the community with a tunnel versus a tower is much more agreeable with the way the WS neighborhood interacts. The tunnel option would keep our friends at the port north of the bridge happy and we could come to a compromise on the best land use for crossing the Duwamish south of the bridge. Most important things to West Seattle: subtle influence / fitting in with the vibe of the neighborhood, thoughtful land redevelopment post-project, and simplicity in getting to and from the stations, ie., not putting a station in an already-squeezed-traffic-area (AKA Delridge and Andover).

PS. How about a water taxi from West Seattle to Ballard? I imagine quite a smaller price tag there... :)

Thank you for all your work on this!

Best regards,

Sarah Chepregi

Communication ID: 351121

Name: Lorraine Weeks

Comment:

Hello

Please re-visit the Purple Line option for getting Sound Transit through the Delridge area. We much prefer the tunnel, which will save properties and be the best option for our children's children.

We have little or no stocks to see us through our remaining years, but we have invested in our two rental houses on Pigeon Point (Delridge). Please, please don't take this from us!

Thank you for reconsidering the Purple Line.

Lorraine Weeks

206-973-1903

Communication ID: 351122

Name: Kathy Robertson

Comment:

Dear st3

I am very concerned about the plans for an elevated track for our West Seattle neighborhoods. The Oregon street Genesee option needs to be either a tunnel or eliminated as an option.

Genesee has many lovely old houses and is way to busy to contend with these tracks.

Fauntleroy would be a much better option.

Kathy Robertson

Communication ID: 351133

Name: Kathryn Blackwell

Comment:

I support a tunnel to West Seattle. It is not in the best interest of this community to destroy neighborhoods when a tunnel is a possible option.

Communication ID: 351140

Name: Alice Enevoldsen

Comment:

41st is an environmentally-protected critical slope. At best, it will require extensive impact evaluations and mitigations during building.

This is a terrible choice for building a heavy structure of any type.

Communication ID: 351141

Name: Tighe Urelius

Comment:

Dear Elected Leadership Group Members,

I an writing to you in an attempt to highlight some potential pitfalls in the alternatives analysis process, EIS scoping period, and impending votes to identify preferred alternatives. This letter is essentially a plea for the ELG and ST Board to be creative and be willing to think outside the current level 3 alternatives.

The community seems to have been highly engaged in the scoping comment process and I have no doubt Sound Transit employees are going to be flooded with all manner of comments, some ridiculous and some brilliant. However, due to the scoping comment extension, it appears the effective period to turn those comments around and to formulate a representative and valuable summary may be severely constrained despite the best efforts of ST employees.

My particular area of concern is how Link will be routed into the Alaska Junction in West Seattle. Of the remaining alternatives advanced to level 3 the tunnel alignments are popular with the community but all are mindful of the realities requiring some combination of additional funding and/or value engineering. Both remaining elevated options are wildly unpopular and I fear that the lesser of two evils may be advanced to compete with the unfunded tunnel.

The representative alignment certainly has it's issues but the "yellow" Genesee elevated alignment is so unimaginably destructive to a vibrant residential community that I think the only reasonable decision would be for it to be left out of consideration in the EIS. My opinion is reinforced by the alignment's last second inclusion in the level 3 alternatives. No other alternative was proposed during the entirety of the alternatives development process that unnecessarily veered into a residential neighborhood and the fact that the community has had such a brief period to familiarize itself with and to comment on the alignment calls for extraordinary action by the ELG and Board.

To all ELG staff reading this on behalf of their members, please advance this idea to your respective ELG members. The community is relying on our elected leadership to show their abilities to lead, identify injustice, and take action. For my part, this letter is a supplement to my scoping comments, not in lieu of them.

Respectfully,

Tighe Urelius

4147 37th AVE SW

206-858-3904

Communication ID: 351143

Name: Michelle Braasch

Comment:

Mr. Constantine,

I write to you with my concerns for the West Seattle light rail planning. I hope that you and all decision-makers take the time to listen to residents, and direct the project with our voices taken into consideration. All around us we see the changes in our city and realize we are experiencing growing pains. We understand changes have to be made to accommodate growth. All we ask is that all the time is taken to build this out the right way. We are asking for your support of a tunnel to reduce the negative impacts to our community.

With the city having a housing issue, we can't afford to lose more homes. We are a residential community with families. West Seattle is still affordable compared with other areas of the city. We are not going to move into expensive apartment buildings or micro units. West Seattle is a 'bedroom community'. This is where we go home at the end of the day and focus on our lives, and our kids attend these schools. Many of us are also small business owners in the

community and cannot just relocate to another area. Some of us want to increase residential density by building DADUs but have stopped planning for fear of losing our homes.

If the transit is built above ground the remaining property values will suffer which will reduce property tax revenues. Noise pollution will increase reducing value of surrounding homes that remain. The Alaskan Way Viaduct was considered an eye sore to the city and came down. Why put up an eye sore that faces the Olympic Mountains? The elevated track would be like moving the viaduct to West Seattle.

Please take the orange line that bisects the Junction neighborhood off of the table. As a former resident of Chicago and New York I appreciate public transportation. I also understand the need to transfer between modes of transport and locations. With that in mind we should keep bus routes to transport to light rail access points. Transfer to other locations for southbound travel. Please consider the future southbound plan to run along Delridge which is a more natural path to White Center and on to Burien, rather than along 41st through the residential neighborhoods.

There is more to consider than timelines and project budgets. There is the quality of life in our community that cannot be measured. This is a decision that will impact generations to come. Please take your time to and commit to doing this right.

Thank you for your time,

Michelle Braasch

4108 SW Dawson St

206.724.7242

Communication ID: 351150

Name: Audrey Chiew, Chee-Hong Pang

Comment:

I live at 5thand Madison condominiums located at 909 5thAvenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5thbetween the Public Library and the Federal Courthouse. Recently it moved to the area along 5thbetween Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a_minimum_of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5thand Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5thand Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as:

800 5thplaza area (5thand Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5thand Marion would make a spectacular station and is more centrally located for the skyscraper population. The Rainier Club would make a less spectacular but even better location, especially given the 701 4thave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Chee-Hong Pang & Audrey Chiew

Resident - #403 909 5th Ave, Seattle

Communication ID: 351151

Name: Dennis Noland

Comment:

Acquisitions, Displacements, and Relocations; Social Impacts and Neighborhoods –North Delridge / Youngstown–West Seattle and Ballard Link Extensions; Transit Oriented Development

In presentations and briefings by Sound Transit, ST staff has mentioned several times: The Blue Line and light-rail station placement within the existing North Delridge / Youngstown neighborhood would facilitate Transit Oriented Development (TOD) better than other routings.

There are locations suitable for TOD. I assert the densely populated two square-blocks of Youngstown is NOT an area that is a suitable for TOD.

The reasons:

This neighborhood is fully developed.

There is ongoing renewal and upgrading of homes.

Due to the neighborhood's zoning, there has been and continues to be a desirable increase in density that is adding the city's housing stock.

The neighborhood is affordable compared to many other parts of Seattle.

The neighborhood has a large number of people of color.

The neighborhood has several low-income residents.

The neighborhood is an established community of friends and neighbors.

Diversity of incomes, ethnicities, ages and life styles; families with young children, retirees, and multi-generational households.

People are drawn to live here because of the proximity to existing transit service and the city core.

TOD in this neighborhood would require the destruction of an existing neighborhood to build a new one. Does this make sense? Who gets to say the new neighborhood would be better than the existing neighborhood? The current residents don't believe a new neighborhood could be better than the neighborhood in which they live.

In TOD discussions, a grocery store is mentioned. Grocery stores are for-profit enterprises that require a critical mass in an area to make business sense. If you remove 300 residents from the immediate area, you've decreased critical mass; not added to it.

With a one-half block walk to the transit stop and a five-minute ride on the number 50 Metro bus, you are near three grocery stores: Trader Joes, QFC, Safeway, and soon a Whole Foods. The area is not grocery store deprived. At one time it was, but this is no longer the case.

Andover Street, between Delridge Way and Avalon is an underdeveloped area. With a light-rail station and transit hub, retail businesses (like a small grocery) could find it makes business sense to open commercial enterprises as part of TOD on Andover Street. To have this make business sense, Youngstown would need to remain a neighborhood; residents would be the closest nearby consumers of products and services.

TOD takes time. If Youngstown is destroyed, it will 10 years or more to transition from construction blight to something else. Any sense of neighborhood will be lost; it will take a long time to rebuild a sense of neighborhood. For example: ST light-rail construction impacts along Martin Luther King Way have been slow to heal.

I believe we need to build our stock of affordable housing. We should not destroy the existing stock of affordable housing to replace it with a vision of something that won't materialize for 10 years or more. There are locations suitable to TOD; our Youngstown/North Delridge neighborhood is not one of them.

There are nearby underdeveloped areas suitable for TOD. The Andover Street area, west of Delridge Way, is currently ripe for development. There are parking lots and large shoulders that can be developed into a transit hub, a light-rail

station, and Transit Oriented Development. This would be an improvement to the neighborhood and the choice would have minimal negative impacts on residential properties. This routing would save the Youngstown neighborhood.

Dennis Noland

206-708-7735

Communication ID: 351154

Name: Joan Peterson

Comment:

I am writing in response to the light rail proposals to West Seattle. I support the expansion of public transit in the city so as to decrease car traffic and move people more efficiently. I disagree with one of the potential routes, to have an elevated train route down 41st Ave SW. West Seattle is one of Seattle's oldest residential neighborhoods. West Seattle has always been a family oriented community with a number of families living here for several generations. West Seattle has strong neighborhoods, neighbors looking out for and assisting one another. Building an elevated train would destroy one of those neighborhood areas. It would displace hundreds of families and forever change the landscape of the area. As with other neighborhoods that now have light rail, Beacon Hill, Capital Hill, the University District, and soon Bellevue they have tunnels preserving the landscape on top. I feel that West Seattle also deserves to have a tunnel. A tunnel would also preserve the traditions of the Junction area. I understand costs and a tunnel would increase those costs. I suggest we employ strategies similar for funding other tunnels by either obtaining additional sources of funding as for Bellevue tunnel, or modifications to the plans to decrease costs. For a goal to expand service to Burien, alternatives could be to extend the Tukwilla track to the Burien Transit Center, or a route down a major thoroughfare such as Delridge. I do however think a tunnel is the best option through West Seattle residential areas.

Thank you for your time and consideration

Joan Peterson

Communication ID: 351155

Name: Amir Sadrpour

Comment:

My name is Amir Sadrpour, a resident of West Seattle. In Jan of this year PST proposed an elevated line (yellow line) that displaces more than 100 families in my neighborhood. I wanted to discuss a few of the major concerns.

This line will lead into demolition of 100-150 houses based on our estimates. This in the midst of housing crisis doesn't make sense.

Most houses affected are currently single family housing that have a significant potential for growth. The new proposal will lead into permanent loss of tax revenues for the city and loss of transit-oriented affordable housing.

The new proposal is an attempt to make future extension of light rail possible. However, it's evident that future extension will lead into decimation of hundreds, if not thousands, of additional houses in West Seattle, bearing a permanent scar across the area.

Light rail is a generational decision. We should not be tempted by quick and easy alternatives, but instead build something we can proudly pass on to the next generation

Communication ID: 351157

Name: Anna

Comment:

Hello -

I strongly oppose the above ground light rail extension through West Seattle as this would destroy the neighborhoods of West Seattle.

Anna

Communication ID: 351158

Name: Ryan Meneely

Comment:

To Whom it May Concern,

I'm writing to express my concerns about the impact the West Seattle Rail Link Project could potentially have on West Seattle Golf Course. West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course. When people talk about West Seattle Golf Course, they associate it with iconic public courses like Beth Page Black and Torrey Pines. As it currently exists, WSGC gets somewhere in the realm of 30,000 rounds per year, from which the revenue goes to support the entire Seattle Parks Department and its programs. Any impact to the golf course from the Light Rail Project will be a devastating blow - not only to the golf course and its loyal community of golf enthusiasts - but to all of West Seattle residents for the green space the course provides and historic significance to the area.

It is imperative that the chosen Link Rail route DOES NOT impact West Seattle Golf Course in order to maintain its Historical Design and Environmental Integrity. Thank you for your attention to this matter.

Sincerely,

Ryan Meneely

Communication ID: 351160

Name: Dodi Monahan

Comment:

Hello,

As a homeowner in West Seattle for 13 years, I'm writing to expressly convey the only reasonable solution for transit expansion in West Seattle is the tunnel option.

The elevated rail solution will destroy a vibrant, growing and engaged community. This has been proven in New York, Chicago and other urban cities countless times, that an elevated rail line will cut through communities, demolish close-knit neighborhoods, drastically reduce property values, add noise and air pollution and destroy a vibrant neighborhood and greater community for generations to come.

Investing in this strong community now will pay off ten fold in growing tax revenues tied to property values and strong economic momentum for decades in the future.

I support the transit expansion, but only if we tunnel in West Seattle. The initial cost will far outweigh crime, pollution, and degradation of what is now a thriving community. Do not destroy West Seattle neighborhoods. Let's do it right, select the tunnel option for our future. Our community and our future generations are worth it.

Sincerely,

Dodi Monahan

resident Morgan Junction

Communication ID: 351161

Name: John McElroy

Comment:

Were you satisfied with your trip planning experience? Please describe.

as a resident on pigeon hill, my vote is no on the light rail if my property taxes go up>

Your name

John McElroy

Your email address

seattlemac@comcast.net

Communication ID: 351162

Name: Mary Hinderliter

Comment:

Hello ~ After attending the well presented information session held at Ballard High School, my husband and I looked closely at the Interbay alternative station location at Thorndyke and 17th Ave West. It truly appears to be a much

better site option to the suggested Dravus and 15th Ave West site. Since the Thorndyke property is a storage/parking lot for recreational vehicles, it would replace one business instead of several along 15th and Dravus. It would be a very convenient location to all the apartments recently built in the Interbay neighborhood, as well as, those who have long time businesses, homes and condos in this neighborhood. We strongly urge the selection of the alternative west light rail route including Thorndyke station to that of 15th Ave W and Dravus. Thank you for your consideration of these points.

Mary Hinderliter, 3003 14th Ave W, 98119

Communication ID: 351166

Name: Jason Wedekind

Comment:

Hello,

I am writing to inform you that as a resident of West Seattle (and specifically the West Seattle Junction), I oppose the proposed “Red” and “Yellow” lines as part of the West Seattle Light Rail project.I am in favor of the proposed Blue line with an underground track system to access the Alaska Junction.

Specifically, I have the following concerns about the Red and Yellow lines:

1.Parking: An project that removes existing homes or street parking for either a light rail station or above ground tracks destroys existing parking in the neighborhood.Parking in the West Seattle Junction has already become a challenge for residents and businesses.In addition, more and more townhomes are being built in and around the Junction without designated parking or garages in the homes.As a result, with each new home construction more street parking is being used by residents with no alternative solution planned.If the proposed Red or Yellow lines remove more parking it makes an already challenging parking situation even more difficult in our neighborhood.

2.West Seattle Charm: Removing homes that have been in the West Seattle neighborhood for decades or constructing an above-ground rail system would further diminish the charm of West Seattle (as the Red and Yellow lines propose).West Seattle still has its small town neighborhood character – this is important factor to why myself and many other families have chosen to call West Seattle home.Tearing out a large portion of the neighborhood so close to the heart of the Junction will directly impact the neighborhood charm of West Seattle and in fact, change the character of the Junction itself.A transportation system like the light rail should exist to make our lives easier, not alter our lives and neighborhood for the betterment of the transportation system.

3.Homes for Families:Finally, there is already a housing shortage in Seattle.Many of us have made many sacrifices to be able to afford a home in Seattle and specifically, the Alaska Junction.If the Red and Yellow lines were approved I would be concerned that: 1) many people will lose their family homes with no affordable alternative in Seattle; and 2) our property values will diminish to the point where we will be hit hard financially and may not be able to recover in time to support our planned retirements.

Thank you for your consideration of my comments and concerns.Please let me know if you have any questions.

Regards,

Jason Wedekind

Communication ID: 351167

Name: Paula Bamburg

Comment:

The decision for the path of the West Seattle light rail line needs to be made based on what is best for the neighborhoods and quality of life of the residents of West Seattle. The decision should NOT be made based on cheapest cost. The decision will affect the quality of the city for 100 years, or more! Look at how long the underground rail systems have been in operation in London and Paris, which I have personally used. Imagine what those wonderful cities would look like if those transportation systems designers chose an aerial system. Let's do right thing for our beautiful city.

Bring back the purple line. It is the least impactive option. All others will require the destruction of the Pigeon Point Neighbored. This neighborhood has worked hard to pull itself up from being so bad that when I bought my house here in 1977 my friends were afraid for my safety. However it was the only neighborhood close to my work downtown that I could afford. The 2 options proposed for south of the WS bridge will destroy not only neighborhood living quality, they would actually destroy the north tip of the hill. Not only would several people lose their homes, the people close to the 'new' tip of the hill would lose home value and quality of life.The purple line will pass under the hill, preventing all of the above negatives.

I'm sure you have already been informed that there are several pairs of Great Blue Herons that best in a rookery at the northeast corner of the tip of the hill. They have returned every year to this location for decades. The purple line will prevent the destruction of the rookery.

The 2 options that would run on the south side of the WS bridge and the one to run on the north side would run aerially along Delridge. Delridge Way is too narrow to accommodate the required width for the rail supporting structures. I imagine that several structures on either side of Delridge would be destroyed. The purple line would avoid this destruction.

Stations: Every station that CAN be underground SHOULD be underground. Again, don't cheap out in a very long term and very consequential decision. ESPECIALLY the Alaska Junction station - the HEART of the south portion of the West Seattle business district.

My appeal for the Delridge station is for it to be underground, which paired with the purple line is a no brainer.

With the Delridge and Junction stations being underground, then it stands to reason that the Avalon station should also be underground.

Don't be cheap. You don't get a quality product by making cost the main consideration.

CHOOSE THE PURPLE LINE!!!!

Yours, Sincere and Hopeful,

Paula Bamburg

4155 21st Ave SW

BeingPB@gmail.com

206-351-6536

Communication ID: 351168

Name: Neptune Blaser

Comment:

Sound Transit Board

As a community member of Seattle, I'm advocating for a 'cut and cover' International Station. This would allow for a more strict efficienct [illegible]/cost station. It's more accessible for our population.

Neptune Blaser

[PDF and JPG of postcard comment attached]

Communication ID: 351170

Name: Karoline Vass

Comment:

We are residents in the Delridge/Youngstown neighborhood. In December, we learned we were at risk of losing our home as part of Sound Transit's West Seattle Light Rail project.

As Seattle becomes increasingly unaffordable, we are discouraged to feel we are (yet again) being uprooted. After many years, we were priced out of Ballard and had to leave a neighborhood we loved dearly and hoped to live in forever. We purchased our new home on 25th Ave SW almost sight unseen. While we'd lived in Seattle for 20 years, we'd been to West Seattle twice and had never stepped foot in Youngstown. Quickly, we realized what an incredible neighborhood it is. Not a day goes by that we don't acknowledge our sheer "dumb luck" for having stumbled upon Youngstown.

Why is our Delridge Neighborhood so great?

Community

Our neighborhood represents the character Seattle takes pride in and what it struggles to preserve for the future – ours is a vibrant neighborhood that is human in scale and rich in relationships. It is a mix of income levels and ethnicities. It is intergenerational, from retirees who have raised their families to young families just starting out. The park is full of children, dogs, the elderly. Our street is a mix of single and multi-family homes, high end to public housing. When something happens, neighbors take care of each other. Had an emergency? Send over your kids, we'll take care of them. Going out of town? We'll keep an eye on your house. Husband in the hospital? We'll bring you groceries. We see this type of support and solidarity every day.

Access

In few neighborhoods do you truly have access to everything Seattle offers, from access to downtown to the beauty of our natural landscape. We rarely drive. We ride our bikes to work. We have great bus access. When we need to find new jobs, we feel we have options because we're not worried about commuting. Because of its central location, we consider Pioneer Square and Georgetown an extension of our neighborhood. We feel integrated into the fabric of urban Seattle – and that makes us take seriously our responsibility as city residents. Seattle is becoming unaffordable. We could never afford another home with this location. We do not want to leave the city.

And now we feel stuck.

No one should find out they are at risk of losing their home by happenstance. If Dennis Noland hadn't knocked on our door, we would've never known about ST's plans, let alone how far along they were. It is inexcusable that residents of the neighborhood were not notified directly much, much earlier about what was going on. Certainly, there are basic change communications materials available that should have been sent to all potentially affected residents: here's what's happening; you may/not be affected; here's what the design/approval process will be; if you are, here is what you can (basically) expect, etc. We have some of that information now, but it's not much use when decisions have already been made by the city. This feels like a fait accompli and we have no recourse.

What would've been different if we'd known? We would've had options. We would've gotten involved early in the process. We would've had agency. Instead, we now hang in limbo; we can't sell our house under these circumstances. How do we continue to feel rooted and invest in a community we will no longer be part of? Will we be able to afford a new home in Seattle when ours is acquired? If not, where will we go? What happens if the light rail is put 10ft from our house (which we were told is a possibility while on a call with representatives from Sound Transit's acquisition team). What does that do to our property value? What studies of been done on the noise and health issues related to living proximal to a light rail track?

We bought our house to build our future. Now that future is uncertain and all we can do is wait...for years.

Please keep considering alternatives that preserve our neighborhood

1. Reopen consideration of the purple route – the Pigeon Ridge tunnel option. This sensible routing would skirt our Youngstown neighborhood and eliminate many of the routing difficulties caused by paralleling the West Seattle Freeway and the severe impacts on Delridge Way traffic, businesses, and Youngstown homes. With the Pigeon Ridge tunnel, routing goes east-west on Genesee Street; the east-west light-rail station would straddle Delridge Way (makes for good automobile traffic flow underneath and good transit connections for residents from the south). This is a preferred location for accessibility (pedestrian access to the station and from either side of Delridge Way). If Sound Transit conducted a more detailed cost-study, balancing the costs for the high-rise crossing of the Duwamish River, engineering and shoring up the point of Pigeon Ridge, the costs and disruptions of blending into the traffic lanes of north Delridge Way, and the costs of acquiring our residential properties and businesses versus the cost and simplicity of the tunnel route, the tunnel routing might be more attractive than originally thought. Plus, you would avoid displacements and relocations, the negative impacts on the lives of residents, and the disruption of the livelihood of North Delridge Way business owners and their employees. I believe Nucor Steel and the Port of Seattle would welcome being two or more blocks away from the construction zone. Again, this route would parallel our neighborhood and not destroy our homes.

2. Open up a new discovery process that looks at routing that comes up Delridge but then goes east-west through the north end of the Delridge Playfield; the **Delridge light-rail station would occupy an east-west alignment in the north end of Delridge Playfield. ** This would extend the routing 300 feet south of current alignments. This would require legal work and cooperative efforts with the City of Seattle (replacement of park property) and the federal government (F4 specs), but this option would minimize displacements and relocations; it would avoid wiping out an entire neighborhood.

3. Locate the Delridge a light-rail station on Andover with routing going east-west on Andover and north-south on Avalon…this segment would be 100 percent above-ground. This, according to Sound Transit's reasoning, reduces the cost to build light-rail (no tunnels). To mitigate construction impacts on Nucor Steel, provide upgraded truck access to Nucor Steel. Sound Transit should build dedicated truck access ramps into and out of the Nucor property. This would be much like the special, dedicated roadways that have been built for the Port of Seattle. All this could be done at a fraction of the costs for tunnels and property acquisitions. This solution will require dialogue between Sound Transit and Nucor Steel; the parties will need to arrive at an agreement that is satisfactory for both entities. This routing saves our neighborhood and reduces to zero the impact on our Youngstown residential properties. Since Andover is largely a

throughway, it appears only two commercial properties would undergo displacement – the West Seattle Athletic Club and the storage units on Yancy Street near Avalon. We feel this is a better alternative than routing that goes through a residential neighborhood.

We are all for progress. Seattle needs better transportation. But not at the expense of losing what makes it so unique. Please get to know our neighborhood. Please reopen the planning process so new/other design options that will not destroy our neighborhood may be considered. Youngstown is the essence of all that is great about Seattle.

Karoline Vass

4106 25th Ave SW

Youngstown

Communication ID: 351173

Name: Keith Kyle

Comment:

ST Board,

Please build these St features:

No Ballard draw bridge

15th [Ave] Station

5th [C]ID Station (cut and cover)

build for Expansion in West Seattle

Thank you!

Keith Kyle

[JPG of postcard with this scoping comment attached]

Communication ID: 351178

Name: KPY

Comment:

Support high quality transit Frist!

No Ballard drawbridge on the Ballard link. The Seattle area neeeds a high, quality, grade separated light rail system with MINIMAL built in delays,

Build easy/west pedestrian entrances at 15th and Ballard, cut and cover at the ID, and study access and wayfinding between the two downtown tunnels, ST has not delivered on good accessibiltiy in the past.

Design the Ballard and West Seattle terminal for southward expansion and every other direction.

This is KPY.

[KPY's scoping comment postcard attached, JPG]

Communication ID: 351179

Name: Jerry McCambridge

Comment:

Hello All, I've grown up in West Seattle and my two boys represent 5th generation West Seattleites. I'm discouraged to think that if people approach our beautiful and unique town within a city, they will be met with a invasive overhead structure. I think Seattle has learned our lesson by building on the thrifty and cheap. I do think overhead lines work in industrial areas and over natural arterials but as we talk about neighborhoods we need to seriously consider the impact of an overhead line cutting into the fabric of an established and historic community. Please consider an overhead option maybe as the approach; but then transitioning to a tunnel option. You have set a precedent throughout the city with tunnels. We deserve to be included with this precedent. And Thank You for your hard work! Sincerely, Jerry McCambridge

Communication ID: 351180

Name: Bevin Duston

Comment:

Hello, I'm a resident of Pigeon Point neighborhood, in North Delridge. As a property owner who lives and loves my Mr Rogers like neighborhood, I have a few concerns to register regarding the current ST3 scoping.

I worry about the integrity of the neighborhood and how we can retain that, with the construction/ parking/ noise/ of having rail coming through our neighborhood.

I don't want to lose a stop in North Delridge. The 120 (which I ride) supports a huge amount of traffic and is frequently too full to accept passengers by the time it reaches our stop, or is delayed due to traffic back up. I would love to have a rail option to downtown and neighboring communities.

The Pigeon Ridge tunnel at Genesee (Purple route) should remain on the table as an option. As far as I can tell, this route has the lowest impact on the neighborhood, and would avoid going through Harbor Island. It would have less impact visually, and would be less disruptive to businesses and traffic on Delridge.

Rail routes on the South side of the West Seattle Bridge seem the most disruptive to our residents, both in displacement, as well as nuisance to anyone able to remain. I would prefer a route on the North side of the bridge, or the Pigeon Point tunnel.

There is a Herron Rookery on the north east side of pigeon point and it would be a pity to displace our precious wildlife.

The north end of pigeon point has had historic landslides in the past and i worry about the stability of the north end of the hill especially with drainage, high density residential being built or recently built in that area ,and how close to the

hill the bridge onramp already ties into the north end of the point. i feat that severe engineering to get the south bridge in would be detrimental to the structural integrity of our neighborhood.

Delridge and Genesse are relatively narrow high traffic areas and with addition to light rail on those streets there would be little room for cars or busses with the addition of the rail. not to mention the impact it will have during construction.

Please take my comments and those of my neighbors into consideration as you continue scoping ST3. we may be a small sized community, but we truly love our little community here and the history, industry, and nature that surrounds and was once the foundation of our neighborhood.

Sincerely, Bevin Duston

Communication ID: 351181

Name: Chris Duston

Comment:

Hello, I'm a resident of Pigeon Point neighborhood, in North Deldridge. As a property owner who lives and loves my neighborhood I have a few concerns to register regarding the current ST3 scoping.

Keep a stop in North Delridge.

I don't want to lose a stop in North Delridge. The 120 bus (which I ride) supports a huge amount of traffic and is frequently too full to accept passengers by the time it reaches the Andover stop; or is delayed due to traffic. I would love to have a rail option to downtown.

The Pigeon Ridge Tunnel is the least invasive option.

The Pigeon Ridge Tunnel (purple) route at Genesee should remain on the table as an option. As far as I can tell, this route has the lowest impact on the neighborhood, and would avoid going through Harbor Island. It would have less impact visually, and would be less invasive to businesses and traffic on North Delridge.

Various options in tunnel construction, such as cut-and-cover along Genesee, could reduce the cost of this option, as well as maximize vertical height over the Duwamish crossing. and maintaining height over Delridge Way. This, combined with eliminating the need to restructure Delridge Way, relocate businesses, and restructure the north end of Pigeon Ridge may prove to be one of the best options.

Routes on the South side of the bridge, and running along Delridge are the most disruptive to the community.

Rail routes on the South side of the West Seattle Bridge seem the most disruptive to our residents, both in displacement, as well as nuisance to anyone able to remain.

I haven't seen any information on how much property Sound Transit would be allocating on either side of the track. It would not be fair to build within 10 or even 30 feet of a residence without an opportunity for compensation.

I would prefer a route on the North side of the bridge, or the Pigeon Ridge Tunnel (purple) route.

Neighborhoods and community are what West Seattle is all about. We should minimize visual impact and raised rail where possible.

West Seattle, including Pigeon Point and the California Junction are communities known for the look and feel of the neighborhoods.

The Pigeon Ridge Tunnel (purple) route would greatly reduce the impact of introducing raised light rail to our suburban community.

Lack of Park and Ride plan.

I have not seen any plans for park and ride near North Delridge. Would vehicles be encouraged to use the neglected under bridge parking lots?

Currently the closest blocks to Delridge Way are filled daily with park and ride commuters for the Andover 120 bus stop, including 23rd, 22nd, and 21st streets which already have little parking available.

Light rail needs to offer some option for park and ride, and address concerns about transit users parking in our neighborhoods.

Please take my comments and those of my neighbors into consideration as you continue the enormous task of scoping ST3. We appreciate the community meetings, though there is usually little real information available because routes are still being investigated. Please reply if you have any questions regarding my feedback.

Chris Duston

Communication ID: 351182

Name: Ivan Stroh

Comment:

I am a resident of the Youngstown/North Delridge neighborhood located on 25th Ave SW between SW Genesee St and SW Dakota St. My family and I share three generations of history in this neighborhood and in our family home located within it. Please give careful consideration to the following.

This Youngstown/North Delridge neighborhood exemplifies many traits that the City of Seattle advocates:

- Ethnic, lifestyle, generational and economic diversity
- Moderately priced housing by contrast to many West Seattle neighborhoods
- Low income housing
- Close proximity to transit
- Increased/increasing density
- Easy access to green spaces

This is a neighborhood that has experienced tremendous growth within a relatively short period of time. Within a one block radius 33 new homes have been built, 4 are currently under construction and 18 more are being planned and/or permitted for construction.

This is a neighborhood that will be decimated if Sound Transit pursues the placement of what it claims is a preferred station location within it. Sound Transit has an undeniable obligation to ensure that the residents of this Youngstown/North Delridge neighborhood will realize the benefit of expanding light rail, not be displaced by expanding light rail. The cognizance paid to mitigating disruption to the West Seattle Junction and inconvenience to its residents is owed equally to the Youngstown/North Delridge area and its residents.

For a city keen on professing the need to apply green practices its baffling that so many newly constructed homes could potentially be torn to the ground in favor of a light rail station when seemingly obvious less obtrusive alternatives exist. One such alternative was excluded from consideration before feedback from the neighborhood that it would benefit most was ever gathered.

Through careful planning, creativity, and a finger on the pulse of the collective community here in West Seattle Sound Transit can achieve something truly noteworthy in the process of expanding light rail.

I would ask that the following options be given consideration:

· Andover alignment (preliminary staff recommendation) as outlined in the Seattle Monorail 'Delridge – Summary Of Options'. An amendment to the scope of this alignment would include long overdue updates regarding access to the Nucor steel plant via newly constructed truck ramps. Placing a light rail station in one of two existing parking lots or in place of a continually vacant commercial property, both located on the south side of SW Andover St, would drastically reduce residential displacements. A station location on the south side of Andover midway between 26th Ave SW and Delridge Way SW would address concerns for convenient station access and create a logically flowing alignment over Delridge Way SW. Chasing the established right of way on SW Andover St, SW Yancy St, and SW Avalon Way would seem to be a logical means of addressing alignment issues resulting from the areas topography.

· Reopen consideration of the purple route and Pigeon Ridge tunnel. If tunneling options are a feasible means of mitigating the disruption felt in the West Seattle Junction than tunneling options are a feasible means of mitigating the disruption felt in Youngstown/North Delridge.

Sincerely,

Ivan Stroh

Communication ID: 351183

Name: Mark Lenssen

Comment:

West Seattle is a neighborhood that is much less urban than areas such as Northgate Mall, South Bellevue P&R, or the Tukwila Station. All these routes of Link are elevated with stations. These are all very urban or major transit pathways. West Seattle is an end of the road community, not a pass through transit hub, nor should it be. Any of the elevated routes will drastically and negatively impact the entire peninsula. The light rail will become the beacon of the neighborhood, not the buildings and residents themselves. Sound Transit and the City of Seattle need to provide a tunnel pathway for West Seattle or develop an alternate that does not include the Light Rail at all.

Why is the No Light Rail at all a feasible option? Because the major traffic issue for West Seattle is the morning commute. The afternoon commute is fairly spread over many hours, while the morning commute is a couple peak hours. There is currently a bus-only lane that serves much of the West Seattle to SODO pathway. Why not abandon the light rail and modestly improve the bus-only lane we currently have and make it as valuable (or more) than the light rail? Then heavy expense to build light rail into West Seattle could focus on a SODO rail line that ultimately connects it to Seatac, or help another project locations. If West Seattle has a sophisticated busway to a hub station in SODO, we would meet our commute needs for decades. Using electric buses, we reduce carbon, and we meet the primary goal, to move people from West Seattle to SODO.

Any considerations of light rail alignments that are based on future south pathways are unacceptable. The light rail will not serve enough people going south from the Alaska Junction. Burien has a transit center already, connect that to the nearby Tukwila Station or optimize the buses from there even more.

Please think outside the box, elevated light rail is not the only option. If light rail must come to West Seattle, it must use a tunnel, ideally at Pigeon Point, as well as Avalon and Alaska. Please evaluate if there is absolute need for both Avalon and Alaska Stations, could these be combined? Could a combined station reach from Avalon to Fauntleroy/Alaska, or slightly in the middle, so that we save on the cost of two very close stations?

You cannot ruin the West Seattle community center by building massive concrete structures above our homes, roads, and shopping districts. This will absolutely ruin the aesthetics of this community. The various levels of committees voting on these options need to understand the differences between the lightly urban community of West Seattle versus major transit corridors where the other elevated light rails reside. West Seattle may well be best served by an alternate of not getting the light rail at all when looking at the elevated options.

Long time West Seattle resident near the Alaska Junction,

Mark Lenssen

Communication ID: 351184

Name: Andrea Smith

Comment:

I live on 25th Ave SW between Genessee and Dakota, right in the heart of Youngstown which has found itself in the crosshairs of Light Rail construction. Mark and i have owned a home here for almost 25 years and seen it change rapidly in the last few years,single family homes on small lots have given way to 4 townhomes with one parking space on each lot, Due to the rapid population influx, young families found it a great place to start out, we are close to downtown but feel like a suburb. Historic Youngstown was built for workers at the steel mill etc, the houses were always modest, on small lots, ours is 3000 sf w/ a 780 sf house. I has always been an affordable, working class starter neighborhood. Wnen my neighbor Dennis Noland alerted us that our cozy neighborhood had been identified as suitable for proposed ST development we were shocked. Every day since then, now that I have attended ST events, I imagine 50-140 ft stilts soaring above our demolished houses, what a loss this would be. I practically grew up here, although we lived out of state, my Mom is from here I visited the relatives here every summer, and I always knew I would settle here, having lived back east for 20 years, Now I feel completely betrayed by being identified as just a flat piece of ground that could be demolished in favor of TOD "for the greater good" and to "serve the community". I seems crazy that those of us who have invested our heart and soul into Youngstown should be rousted out of our homes and scattered to the wind. Our community IS what we love about the neighborhood. We have great bus service, the fantastic West Seattle Healthclub with almost 5000 members where I swim everyday (member since opening in 2000), the park and community center etc. We need to have everyone on the SAG and ELG come and walk the neighborhood with us special thanks to those of you who have. It will become immediately apparent that as you come off the WS Bridge at the Delridge exit the only "sense of arrival" as ST designers put it, is at at Delridge and Andover, not at Deldridge and Genessee where the road narrows to it's tightest point as Genessee and Delridge form a T. This location could work fine if ST pursued the Purple Line/Pigeon Hill tunnel option, I ask that this route be reconsidered. We must not destroy a vibrant, diverse and naturally evolving into density neighborhood. This is everything the city says it wants. We must not throw away those who have struggled to make a modest neighborhood home in order to house the newer, richer

arrivals to Seattle. Preserve what is best about WS. , do not destroy what makes it special, build the tunnel. Andrea Smith, 25th SW

Communication ID: 351185

Name: Marc Barreca

Comment:

Dear Sound Transit,

As a resident of West Seattle I am very concerned about the impacts of certain of the scoping options for our junction. I have attended two of the open houses and listened to some of the engineering and financial concerns of ST, but add my written comment to those of the majority of attendees that were horrified by the elevated options.

I understand that additional funding will be necessary for tunnel options, but they must be pursued. The point of the ST3 project is to serve neighborhoods and the razing and disruption of those same neighborhoods to serve it is contrary to what the voters intended.

I feel the following alternatives could remain in consideration:

1)The three tunnel options from 35th to the Junction with a preference for a station closer to California (42nd or 44th).

2)The ST3 Representative project as scoped from 35th, up Fauntleroy to Alaska and California, with the change that it become a tunnel and the station be faced north to south to prepare for potential expansion in that direction.

The following alternatives should be removedfrom consideration:

The orange Oregon Street/Alaska Junction/ elevated option that runs up Genesee and then cuts over through Oregon and onto 41st.

Any elevated tracks that abut neighborhoods directly.

Reasons include:

West Seattle has well established traffic corridors and the community has adjusted both its businesses, recreation and residences accordingly. An elevated rail will upend and negate many of these investments and honestly wipe-out one of our treasures – the Alaska Junction neighborhood.

While Sound Transit is not responsible for zoning, it is imperative that ST act responsibly in this regard. Elevated tracks through existing neighborhoods when other options can be pursued, is irresponsible.

The current safety situation on Oregon Street from Fauntleroy to the Junction is a narrow two-way street with steep hills that cause blind spots for both pedestrians and cars. It has become a short cut to the junction and a major safety hazard. Adding an elevated rail in this corridor would add to the danger.

This is also true for an elevated up Alaska which is a busy and not overly wide street.

It also appears to me that the mitigation, litigation and condemnation costs of putting an elevated through this route would offset the additional tunneling expenditure to a significant extent.

Sincerely,

Marc Barreca

West Seattle resident

Communication ID: 351186

Name: Daniel Fehrenbacher

Comment:

I saw the proposed plan for West Seattle Light Rail the other night and cannot understand why some of the plans show an elevated line running through our neighborhoods. These elevated lines will cause great disruption to our neighborhoods during construction, cause many of our neighbors to leave when their houses are taken for the light rail, and decrease the value of all other properties along the path of the elevated rail. As a result of Elevated Light Rail, the surrounding area could not be developed. The city would lose revenue from houses and businesses which were remove along with any future use for those properties.

The only plans which should be approved are the paths which are bored under our streets. This would be less disruption to the lives of everyone who live in the West Seattle area and it allows for growth of the area without the problems that come with an elevated track.

If you insist on an elevated track for cost, then the only path you should consider is the original east/ west plan into the Alaskan Junction. Any additional line heading down to Burien from West Seattle then should go down Delridge Way.

Daniel Fehrenbacher

5646 42nd Ave SW

Seattle Wa. 98136

859-630-9926

Communication ID: 351187

Name: Nancy Craver

Comment:

Dear ST3,

As residents of West Seattle we are very concerned about the impacts of the several of the scoping options for our junction. We have attended two of the open houses and listened to some of the engineering and financial concerns of ST, but we add our written comment to the majority of attendees that were horrified by the elevated options.

I understand that additional funding will be necessary for tunnel options, but they must be pursued. The point of the ST3 project is to serve neighborhoods and the razing and disruption of those same neighborhoods to serve it is contrary to what the voters intended.

We feel the following alternatives couldremainin consideration:

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The following alternatives should beremovedfrom consideration:

1)The orange Oregon Street/Alaska Junction/ elevated option that runs up Genesee and then cuts over through Oregon and onto 41st.

2)Any elevated tracks that abut neighborhoods directly.

Reasons include:

West Seattle has well established traffic corridors and the community has adjusted both its businesses, recreation and residences accordingly. An elevated rail will upend and negate many of these investments and honestly wipe-out one of our treasures – the Alaska Junction neighborhood.

While Sound Transit is not responsible for zoning, it is imperative that ST act responsibly in this regard. Elevated tracks through existing neighborhoods when other options can be pursued, is irresponsible.

The current safety situation on Oregon Street from Fauntleroy to the Junction is a narrow two-way street with steep hills that cause blind spots for both pedestrians and cars. It has become a short cut to the junction and a major safety hazard. Adding an elevated rail in this corridor would add to the danger.

This is also true for an elevated up Alaska which is a busy and not overly wide street.

It also appears to me that the mitigation, litigation and condemnation costs of putting an elevated through this route would offset the additional tunneling expenditure to a significant extent.

Any elevated option will have a negative environmental impact established trees and wildlife: Cedar waxwings, goldfinch, hummingbirds, tanagers, flickers, yellow rumped warblers, bewicks wrens, stellar jays, and many other birds pass through our back yard and roost in our established trees.

Sincerely,

Nancy Craver

Communication ID: 351191

Name: Anonymous

Comment:

Hi my name is Dr. [inaudible] living in West Seattle 50 years and practicing here and I have some comments about the Sound Transit. One the biggest thing is it's gonna totally destroy the neighborhood and ambiance of our whole West Seattle as you come up Fauntleroy and see this humongous light rail and you're planning to go south once you're in the junction you'll destroy the old neighborhood on 41st, plus how are you gonna get over Morgan Street Hill to Westwood Village in White Center. Wouldn't it be better to have a tunnel with a little extra money spread out that money spread out over 100 years maybe also considered going South on Fauntleroy instead of 41st it would be you if you want elevated but wouldn't it be better to go along arterial is instead of destroying neighborhoods? And/or either go south and much better idea would be to go South on Delridge Way. I got a lot more to say but as a 50 year resident it just saddens me that Sound Transit basically wants to destroy the old neighborhood and the whole ambience of West Seattle. Thank you so please consider the other options particularly the tunnel is a blue line or the purple line and thank you. Bye.

Communication ID: 351193

Name: Edward Smith

Comment:

Hello,

Some of my feedback as a long time West Seattle homeowner (since 2007):

I think the Delridge Station south of Andover is the best option (minimal impact to the neighborhood along with good accessibility and integration with existing bus routes)

In general, I like the yellow line option due to location of Delridge Station, running the rail north of the golf course along Genesee, and the 41st street station near the Junction (oriented north-south).

I do think yellow option would be even better if it avoided the Pigeon Point impacts (south of WS bridge). It would be preferable to have it on the north side of WS bridge, but not sure if that is an option to change/modify this part of the yellow design option.

Overall, I think we should not go fall into the temptation of going with the quickest to construction option if it is not the right one. If the right one is 1 or 2 years later, we need to go with it. The impacts of these decisions will be for decades if not longer.

Feel free to contact me if you would like to discuss further.

Thank you for this opportunity.

-Ed

Communication ID: 351205

Name: Shellea Allen

Comment:

Hi Lauren,

I am a current and future resident of WS. I support the tunnel option and I am also curious about which homes will be replaced. As far as the environmental impact; will tunneling destabilize the hill?

Best,

Shellea Allen

SAG-AFTRA

Executive Director, Seattle

123 Boylston Ave. East, Suite A

Seattle, WA 98102

Communication ID: 351206

Name: Casey Frank

Comment:

I live at 5th and Madison condominiums located at 909 5th Avenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location which could be easily averted at this early stage in the design process.

Until recently, the proposed Midtown Station was placed on 5th between the Public Library and the Federal Courthouse. Recently it moved to the area along 5th between Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

I ask that the upcoming EIS include the impact of the station entrance to:

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Further, I ask that you consider alternate locations benefiting residents and users alike, such as

800 5th plaza area (5th and Columbia) currently occupied by mostly inward-facing stores and eateries and a Starbucks on the corner.

The Sanctuary at 5th and Marion would make a spectacular station and is more centrally located for the skyscraper population. The Rainier Club would make a less spectacular but even better location, especially given the 701 4th ave 100 story tower currently in the permitting phase.

Under the front lawn of the Federal Courthouse….or across the street in the Public Library. Both publicly owned, both beautiful..and wouldn't it be nice to attract more people to the library?

There are many other possibilities including blocks/buildings scheduled for demolition and rebuilding in the area. It seems like it would be cost effective and less intrusive to existing residents & businesses if you could incorporate your needs into their architectural plans from the get-go. It may even be a benefit to office buildings.

If our block is selected for a portal, please consider the Bartell's location which is closer to more skyscrapers, more easily accessible and would be less of a disruption for residents.

Thank you, I look forward to a productive process moving forward.

Sincerely,

Casey Frank

Communication ID: 351207

Name: Kristin Doll

Comment:

Dear Sound Transit,

I am a neighborhood activist in Ballard, and am writing to state my strong opposition to an elevated light rail line on 14th Ave NW. I have written a blog post outlining my concerns here: [https://northwestdoll.blogspot.com/2019/03/no-to-elevated-light-rail-on-14th-in.html] https://northwestdoll.blogspot.com/2019/03/no-to-elevated-light-rail-on-14th-in.html

I have also copy/pasted most of the body of the post, to try to ensure that you take the time to read it and consider my arguments. I cannot overemphasize my opposition to the plan to build elevated light rail down 14th Ave NW -- the plan, as it is currently laid out, would destroy the east Ballard community as we know it.

Thank you,

~ Kristin Doll

Analysis of the current plans

I've scoured the web for data and photographed areas of Seattle that offer examples of what life might be like under the bridge / elevated line option.

First, a disclaimer: I am in no way an opponent of public transportation; in fact, I consider myself an ardent supporter. I lived in Paris for a year and in Chicago for nearly a decade. Those cities' rail systems are the lifeblood of their social and economic lives, and I was grateful to use them on a daily basis. My concern is in no way an opposition to Ballard light rail as a concept; rather, it comes from a sincere belief that the current plans for an elevated link along 14th Ave NW would have disastrous impacts on the neighborhood.

Below are some proposed plans for a Salmon Bay bridge leading to 14th Ave NW, according to Sound Transit's "West Seattle and Ballard Link Extensions Level 3 Alternatives: Elevated Guideway, Bridge and Elevated Station Visualizations, February 2019" [PDF]
https://wsblink.participate.online/Media/Default/documents/2019_0215_ST_WSB_VisualizationBooklet_rsz.pdf

(views facing northwest):

[] https://3.bp.blogspot.com/-USfs4kOHunM/XJcRlzBQq2I/AAAAAAAAAd0/xJdqU4pj84waL9uLobIKHvwPe8VGm6eZgCLcBGAs/s1600/pic%2B1.png

Segmental high-level fixed bridge over Salmon Bay, leaving to 14th Ave NW; view looking northwest

[] https://2.bp.blogspot.com/-VeXGDX7IFv8/XJcRyBM6pEI/AAAAAAAAAd4/fkVSBVU40OsWZkC7bWvWhlA6854z0Xr1QCLcBGAs/s1600/pic%2B2.png

Extradosed high-level fixed bridge over Salmon Bay leading to 14th Ave NW; view looking northwest

[] https://4.bp.blogspot.com/-e5kDy7qTr_k/XJcSBMBPt8I/AAAAAAAAAeA/Mva0TY5lNccCV1fD8p0EzD7moE0T_DOaACLcBGAs/s1600/pic%2B3.png

Cable stayed high-level fixed bridge over Salmon Bay leading to 14th Ave NW; view looking northwest

Current estimates place the Salmon Bay bridge options at least 130' above the water, about 20% lower than Aurora Bridge's height of 167' above water. For a size comparison and feel for impact on the waterway and surrounding neighborhood, consider the following images of the Aurora Bridge:

[] https://1.bp.blogspot.com/-lfR_EdnOV9s/XJcSV1e5cuI/AAAAAAAAAeM/_Yj94peWAQA413tswih9oi_3k6dTSUj4wCLcBGAs/s1600/pic%2B4.png

Aurora Bridge, from 34th Street; the bridge's full height, from water to roadway, is 167'. Note the bridge's height, size of the support columns, and potential impact on traffic and parking

[https://3.bp.blogspot.com/-pN8yBqbHnB8/XJcSwRoV0GI/AAAAAAAAAeY/Lr85EC2sUrAzu3FIPnQLcLFB13E2nFzUQCLcBGAs/s1600/pic%2B5.jpg

Aurora Bridge, over N 34th Street

Under this plan, trains would start the descent from the fixed bridge over Salmon Bay with one track, which would split into two tracks around NW 52nd Street. It is currently unclear whether the split tracks would be supported with one large support column in the middle of 14th Ave, or two support columns straddling 14thAve. (See Northgate photos #2 and #3 below for reference.) According to east Ballard neighbor Brian LeBlanc's [discussion] http://brianleblanc.info/light-rail-plans-and-the-possible-impacts-on-east-ballard/

with a Sound Transit engineer during the February 28th open house, the elevated track plan might close 14thAve NW from NW 52nd St to NW 57th / NW 58th St to car traffic. If this does occur, cars will be forced onto surrounding roads, increasing congestion along residential side streets and along the already-busy arterials 8th, 11th, and 15th Aves NW.

At the very least, elevated tracks will be immensely disruptive for the residents and businesses on 14th Ave. NW between NW 45th and 58th Streets, both during and after construction. Consider these images from the Northgate rail line:

[] https://4.bp.blogspot.com/-D2K-Tj90roc/XJcTFFxd93I/AAAAAAAAAek/xRdAu3fkmHMmbaFfC4nxJiG4FqpTgmY-wCLcBGAs/s1600/pic%2B6.png

Northgate #1 – Northgate Transit Center station; the station and tracks are 45' high, as tall as the projected support columns on 14th Ave.NW. Note the extensive construction staging station around the site.

[] https://2.bp.blogspot.com/-psRe_FkkL0c/XJcTP0xNnqI/AAAAAAAAAeo/02_RaG0ZUFMufsO16ehwK1oXdqZyBF6qQCLcBGAs/s1600/pic%2B7.png

Northgate #2 – Split tracks with one 45' support column leading to the Northgate Transit Center station.

[] https://4.bp.blogspot.com/-efvHqWhCeZg/XJcTZcBQTrI/AAAAAAAAAew/hJX3pzuZpQEvfMCZOY_NwX560Mcw2rX1ACLcBGAs/s1600/pic%2B8.png

Northgate #3 - Track with two 45' support columns leading to the Northgate Transit Center station.

The current Sound Transit plans for the elevated station at 14th Ave NW and Market Street are as follows:

[] https://3.bp.blogspot.com/-Q4Wz4QJbK9g/XJcTlAIP4dI/AAAAAAAAAe4/q6rLgG2E6YsyM2u6qc3ilRBCEB7dwEesACLcBGAs/s1600/pic%2B9.png

Plans for a 15th Ave. NW elevated station (no longer under consideration), and a 14th Ave. NW elevated station (brown). Note how far the "tail tracks" would extend into the residential area north of Market St.

[]https://4.bp.blogspot.com/-PivCPhwGXA4/XJcTvSpBNMI/AAAAAAAAAfA/43RpLf-mRAUhCFrlhOzUQRkopeFRZaOXwCLcBGAs/s1600/pic%2B10.png

Plans for the elevated station at 14th Ave NW and Market St. Again, note the "tail tracks" extension into the residential area of 14th Ave NW.

Under the current proposal, the station itself would extend from Safeway/MacDonald's on the south end of Market to the end of AVA Apartments on the north side of Market. Since the station would (at least temporarily) be a terminus, Sound Transit would add several blocks of "tail tracks" to allow trains to turn around or switch tracks. These would extend into the residential area of 14th Ave north of Market St, and would end between NW 57th and NW 58thstreets (behind the St. Alphonsus Family Center).

[] https://2.bp.blogspot.com/-H8d0P4mfGms/XJlpW0147qI/AAAAAAAAAfg/eF_Fiu79qTs9-ARVRd8nQVCTOuCwfQ7uQCLcBGAs/s1600/20190325_162118.jpg

14th Ave. NW, looking south from NW 58th Street. "Tail tracks" would extend from the station at Market Street (at the traffic light in the middle of the picture) to just south of this intersection.

Most concerning is a Sound Transit engineer's [admission] http://brianleblanc.info/light-rail-plans-and-the-possible-impacts-on-east-ballard/

to Brian LeBlanc that the agency would likely extend the Ballard line north to Crown Hill in future years. If Sound Transit decides to build elevated tracks along 14th Ave NW, an extension would involve continuing the elevated tracks north through 14thAve (at that point, an entirely residential street), before having the tracks descend into a tunnel at NW 65th Street where 14th Ave meets Ballard High School. It is difficult to see how workers could avoid destroying the newly-created Gemenskap Park, which has quickly become a favored gathering place for the families of east Ballard, during the construction process.

Several writers have pointed out how devastating this plan would be to the local community. Taking into account the vast infrastructure needed to support tracks extending between a 130-foot height to a subterranean tunnel, as well as noise, construction disturbance, and traffic disruption, east Ballard neighbor Brian LeBlanc [states] http://brianleblanc.info/light-rail-plans-and-the-possible-impacts-on-east-ballard/

that “having a bridge and elevated station on 14th that would eventually have to enter a tunnel before 65th would permanently destroy the neighborhood.”

In short, building a bridge over Salmon Bay with elevated tracks running down 14th Ave NW would have a devastating impact on the very neighborhood it is meant to serve.

[] https://1.bp.blogspot.com/-2w5KefcClTc/XJlvliubdhI/AAAAAAAAAf4/0MQ8G0WCWgsd9plV5fo8BJVN66bzTWE7QCLcBGAs/s1600/20190322_183411.jpg

The NorthgateTransit Station stop. This kind of major infrastructure would permanently impact neighborhood traffic patterns, noise levels, and access to light,

Many observers agree that the best option for the neighborhood, riders, and Sound Transit as an agency is a tunnel under Salmon Bay that ends in an underground station at either 14th or 15th Ave and Market Street (option #3, above). Among civic organizations and local writers, the greatest support appears to be for the 15th Ave tunnel option:

-Ballard resident Brian LeBlanc [concludes] http://brianleblanc.info/light-rail-plans-and-the-possible-impacts-on-east-ballard/

that “having a tunnel and underground station on 15th would be the least disruptive option for the neighborhood.”

-Seattle Subway, a volunteer grassroots organization dedicated to providing high-quality transit as quickly as possible to Seattle and the Puget Sound region, [writes] https://seattletransitblog.com/2018/09/21/st3-level-2-planning-time-to-make-decisions/

on the Seattle Transit Blog that the 14th Ave option “fails on the accessibility front. 14th Ave. NW has poor transit connectivity potential and most residents and attractions are on the west side of 15th NW. All 14th options should be excluded at this level.”

-Sound Transit Blog writer Frank Chiachiere [argues] https://seattletransitblog.com/2018/10/17/14th-avenue-is-the-wrong-spot-for-a-ballard-station/

that a station on 15thAve will be more convenient for users:

“14th and Market is a bad spot for riders.” 14th Ave NW is the far end of the Urban Village, abuts single-family zoning, and “would force thousands of riders to cross 15th Ave. every day on foot to get to and from central Ballard […] 15th and Market, just one block over, is far superior.”

-Dale Menchhofer, a guest contributor to the Sound Transit Blog [writes] https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

that “a station on 14th would be disastrous for ridership. It would invite derision by critics as a ‘line to nowhere.’ It would jeopardize the chances for passage of any ST4 proposal.”

-In the March 7th, 2019 edition of their newsletter, the Ballard Alliance (formerly the Ballard Chamber of Commerce), a non-profit group working to ensure the economic, social, and artistic well-being of the neighborhood, endorsed the tunnel and station at 15th option:

“After attending numerous Sound Transit meetings and as members of the Stakeholder Advisory Board, we have studied and reviewed all available options. Through careful consideration, we are advocating for a tunnel under Salmon Bay with an underground station in Ballard at 15th Avenue NW and NW Market.

This route minimizes impacts for both business owners and residents, provides much greater predictability than a draw bridge alternative, limits the impact upon maritime dependent business, and establishes a station that is closer to the center of Ballard's HUB Urban Village.”

However, these recommendations may not be enough to convince Sound Transit that the 15th street tunnel is the best option:

-Brian LeBlanc [notes] http://brianleblanc.info/light-rail-plans-and-the-possible-impacts-on-east-ballard/

that Sound Transit may be hesitant to subject businesses along 15th Ave to the disturbance of construction.

-Frank Chiachiere [writes] https://seattletransitblog.com/2018/10/17/14th-avenue-is-the-wrong-spot-for-a-ballard-station/

that at an October 2018 meeting of the Elected Leadership Group, “14th is emerging as a path of least resistance.”

-Dale Menchhofer [believes] https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

that among the current proposals, “the option most likely to be chosen as the preferred alignment is the 14th high-bridge option.”

[] https://1.bp.blogspot.com/-aq_quZ0Mu68/XJlxDJUTdtI/AAAAAAAAAgE/BQ5hDtGEkfociSymO0GYvUEP99Q71wvnQCLcBGAs/s1600/20190325_155721.jpg

Gemenskap Park on 14th Ave NW, looking south from NW 60th Street. The park has become a neighborhood touchstone, but it is difficult to see how it could be preserved if a rail line were extended north along 14th Ave from Market Street. Note: the area on 14th Ave between NW 58th and 65th Streets is entirely residential.

For an idea of the impact the construction process, elevated track lines, support columns, and above-ground station would have on the east Ballard neighborhood, I encourage citizens to visit the light rail extension currently being built along 1st Ave at Northgate Mall. The scope of the Northgate project is appropriate for its location: a busy mall and transit hub near shops and major highways. Such massive above-ground infrastructure is entirely incongruous with the smaller buildings along 14th Ave NW, especially the residential ones north of Market St.

"Avalon Tom," a reader of the [West Seattle Blog] https://westseattleblog.com/2018/01/what-might-elevated-light-rail-look-like-in-west-seattle-see-one-readers-unofficial-interpretation/

created some renderings of what a similar plan might look like in West Seattle. Though we must emphasize the plans, and thus dimensions and routes, remain unofficial, his images give an idea of potential proportion of the track and rail lines to surrounding buildings:

"[Avalon Tom'] https://westseattleblog.com/2018/01/what-might-elevated-light-rail-look-like-in-west-seattle-see-one-readers-unofficial-interpretation/

s" plans of possible light rail design in West Seattle.

"[Avalon Tom] https://westseattleblog.com/2018/01/what-might-elevated-light-rail-look-like-in-west-seattle-see-one-readers-unofficial-interpretation/

's" rendering of a possible West Seattle rail line. If the proposed Ballard link is placed in an elevated track on 14th Ave. NW and later extended north to Crown Hill, the rails will be in similar proximity to residential units along the route.

A tunnel below 14th or 15th Ave, on the other hand, would minimize negative impact on the residents and businesses along the route. Since there wouldn’t be clearance needed for quality of life issues such as noise and traffic, it may even be possible to increase building density along the line and its stations. In addition, a station at 15th and Market could easily connect to future extensions north to Crown Hill and west to the U District. It could also connect with bus stops that currently serve the location, including the north-south 15 and D RapidRide lines, as well as the east-west running 44.

A Market and 15th Ave station would certainly be more convenient for riders, most of who are either visiting the core of historic downtown Ballard, or live in the Urban Village west of 15th. According to [Dale Menchhofer] https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

"Census tract 47 extends from 8th Avenue to 24th Avenue, and from 60th Street to the Ship Canal. In 2018, the area of the tract west of 15th had 2 ½ times more population than east of 15th. And it has been pulling away. In percentage terms, it grew 4 times as much from 2010-2018 (86.6% vs. 21.8%), and 3¾ as much in the prior decade."

Menchhofer estimates that a 10-minute walk from a 15th Ave station would bring a visitor within vicinity of about 60% of the buildings in the Urban Village, whereas a 10-minute walk from 14th Ave would bring the user to fewer than 20% of area buildings. This is a notable concern for people with limited mobility: it would add the distance of [two football fields] https://seattletransitblog.com/2018/10/17/14th-avenue-is-the-wrong-spot-for-a-ballard-station/

to their walk, and force them to navigate the busy intersection at 15th Ave. in order to reach the historic heart of Ballard. An underground station at 15th and Market would increase safety and accessibility by presumably having exits at all four points of the intersection, reducing the need for transit users and local pedestrians to avoid cars, buses, and bikes at the ground-level roadway.

[] https://1.bp.blogspot.com/-6xPZPVoITOE/XJwBKzBtEHI/AAAAAAAAAhg/IdWucmbpioUJT5zihfnUfIUbBC_O2i6YACLcBGAs/s1600/14th%2BAve%2Bto%2B15th%2BAve.jpg

14th Ave NW and Market St,, looking west toward 15th Ave NW and Market Street; the tall Leva on Market building is just east of the intersection. The distance between 14th and 15th Aves is about the length of two football fields.

In short, I believe that the arguments for a tunnel under Salmon Bay and a station at 15th Ave NW outweigh all arguments against it. I strongly encourage Seattle residents to give their feedback to Sound Transit before the April 2ndpublic commentary deadline.

Again, you may communicate your feedback the following ways:

Share your feedback online by commenting here

Email Sound Transit at wsbscopingcomments@soundtransit.org

Call and leave a voicemail at (833) 972-2666 (a toll-free number)

Send mail to: West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Sample Letter and Talking Points

Dear Sound Transit,

I am opposed to the Ballard light rail option that would place the route on a fixed bridge over Salmon Bay, on elevated tracks on 14th Ave NW between NW 42nd and NW 58th Streets, ending at an elevated station at Market Street.

This option would result in infrastructure entirely out of proportion to the neighborhood, especially the residential area north of Market Street, where "tail tracks" would extend beyond the Market Street station. It may also result in closing or restricting portions of 14th Ave NW to traffic between NW 42nd and NW 58th Streets, pushing vehicles onto already busy arterials and clogging surrounding residential streets.

If the line is extended north to Crown Hill in the future, an elevated line along 14th Ave NW would run through the almost entirely residential area between Market Street and NW 65th Street. This would result in disruption and possible displacement for residents in the path of the extended line, and neighbors in surrounding blocks risk having their quality

of life eroded by blocked light and noise. It would also destroy the newly-created Gemenskap Park, which is becoming a recreational touchstone for east Ballard families.

A tunnel under 14th or 15th Ave NW would be a more expensive option upfront, but would better fit with residents' vision for the neighborhood. Once completed, it would result in minimal disruption to local businesses and residents. An underground station, particularly at Market and 15th, would more easily connect to current transit options, and would set Ballard up to for future rail extensions to the U District to the east and Crown Hill to the north.

An underground station at 15th Ave NW would divert riders and pedestrians away from the busy ground level intersection at 15th and Market. It would be more convenient for Ballard residents, better serving the dense Urban Village west of 15th. It would also be more convenient for riders, most of who come to the neighborhood to patronize the shops, restaurants, and bars in the core of historic downtown Ballard.

In short, an elevated light rail system crossing at Salmon Bay, running down 14th Ave NW, and ending in an above-ground station at Market Street would have a devastating impact on the very neighborhood it is meant to serve. I encourage Sound Transit to consider an option that would be less to disruptive to the neighborhood, such as a tunnel under Salmon Bay leading to a subterranean station at 14th or 15th Ave NW.

Thank you,

A Concerned Citizen

* * * * *

Sources:

-Sound Transit plan: "[West Seattle and Ballard Link Extensions Level 3 Alternatives: Elevated Guideway, Bridge and Elevated Station Visualizations] https://wsblink.participate.online/Media/Default/documents/2019_0215_ST_WSB_VisualizationBooklet_rsz.pdf

Analysis Blog Posts:

-"[Light Rail Plans and the Possible Impact on East Ballard] http://brianleblanc.info/light-rail-plans-and-the-possible-impacts-on-east-ballard/

-"[14th Avenue is the Wrong Spot for a Ballard Station] https://seattletransitblog.com/2018/10/17/14th-avenue-is-the-wrong-spot-for-a-ballard-station/

-[Recommendation against a station on 14th Ave. NW] https://seattletransitblog.com/2018/09/21/st3-level-2-planning-time-to-make-decisions/

by Seattle Transit Blog contributor Seattle Subway

-"[A Better Ballard Option for Link] https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

Click or tap if you trust this link.")," by Seattle Blog guest writer Dale Menchhofer (who makes a compelling argument for an option not currently in consideration, but which perhaps should be – an optional station at Fisherman's Terminal, a shorter tunnel under Salmon Bay, and a station at 20th Ave. NW and Market St.)

- "[What MIGHT Elevated Light Rail Look like in West Seattle? See One Reader's Unofficial Interpretation](https://westseattleblog.com/2018/01/what-might-elevated-light-rail-look-like-in-west-seattle-see-one-readers-unofficial-interpretation/

Kristin L. Doll, MLS, MA

Doctoral Candidate, Department of Religious Studies

Northwestern University

Communication ID: 351208

Name: Anna Smith

Comment:

[see PDF for comment]

I feel Sound Transit would benefit on 4th Ave.

good for the games and benefit the traffic

esp[ecially] in the afternoon hours

Communication ID: 351209

Name: Bill Lee

Comment:

[see attached PDF for comment]

5th and 7th Aves may have underground tunnels. 4th may be the best, check for underground spaces.

Communication ID: 351210

Name: Stacy Lee

Comment:

[form attached as PDF]

Stacy Lee,

I have come to come found out that the transit tunell is very helpful at this time. We'll see- "Seattle" is a very beautiful place -- keep up the good work.

Communication ID: 351214

Name: Andrew Kidde

Comment:

Dear Sound Transit,

Please consider the Better Ballard Option (BBO) outlined in[this] https://seattletransitblog.com/2019/03/21/a-better-ballard-option/

article. It is essential that rapid transit connect walkable neighborhoods if we want it to meet ridership targets. The station in the BBO is in the middle of walkable Ballard, the other options on 15th and 14th Ave NW are wedged between a light industrial/commercial zone and a single family zone, and they generates many fewer trips. This BBO option would also have the fewest private property takes, and the shortest tunnel, so there are cost advantages. Please bring back the BBO!!

Thank you,

Andrew Kidde

Communication ID: 351217

Name: Sarah Shifley

Comment:

Dear Sound Transit,

I am writing to urge you to revive the option of locating the Ballard light rail station close to the commercial hub of Ballard. Doing this is necessary to ensure that light rail is accessible and efficient for the most people! (I ride the light rail daily and rely on it to get all over town!)

Thank you,

Sarah Shifley

Communication ID: 351220

Name: Eric Zoeckler

Comment:

Thank you for the opportunity to comment on finalizing route choices on the downtown-Ballard light rail line. Our comments are based on information gleaned at the March public forum at Ballard High School and observations on the current, continued and planned architectural environment in the Interbay commercial area from 15th Ave W. to the eastern edge of the Dravus Street Bridge and blocks north.

1.) We are 100 per cent against placing a ST stop of 800-1,000 feet long and at a height of approximately 70 feet.

This is not just a NIMBY response by condo owners and apartment residents who, of course, would find it extremely irritating to have ST trains passing within figuratively a “stone's throw” of our bedrooms. Not only would 15th and 14th Ave residents would have to take extraordinary measures to maintain a modest amount of privacy from peering eyes of transit riders, the extra noise factor also would be a consideration especially with the steadily warming spring-fall temperatures expected due to global warming. Very few, if any of these multi-family units have, or will be able to afford residential air conditioning units.

2.) Placing ST line rail tracks along the east side of 15th Ave W would be an engineering disaster and probably a residential and business destroying operation. From the drawings, I envision a station the size of the current Mt. Baker station, that has no close by businesses or residential buildings. It is about two blocks in length and 70 feet high. It works well. But a station of the same size at east 15th Ave would most likely involve destruction of the apartment at 15th Ave. W., and Barrett Ave., displacing of approximately 50 families, and, most likely the Public Storage building whose roof provides nesting areas for sea gulls and a welcomed buffer between residential 14th Ave W and 15th. To the north of Dravus, such a station would mean elimination of a popular eatery, two small business locations and a new apartment/condo building that isstill under construction. The same difficulties would be faced if tracks were placed on the west side of 15th. Overall the pilings holding up the 70-foot tall tracks and station would needlessly block already heavy and growing heavier car and truck traffic, all along 15th.

3). Our alternative Interbay/Dravus station could easily fit in with existing businesses at 17th Ave W. and Thorndyke. It most likely would not require a tunnel station. The current green line route shows trains running west of the Interbay Golf Course and would require netting or fencing to protect trains. But if ST moves with speed and secures land use permits to run from the Smith Cove station, a lot of money could be saved. Be warned, developers are ready to pounce on those properties. If that happens any savings would be squandered.

Again, many thanks for considering our thoughts on this matter.

Eric L. Zoeckler

President, Courtyard Condominium

3003 14th Ave W.

Seattle, WA 98119

Communication ID: 351222

Name: Armand MacMurray

Comment:

Re: Smith Cove station location

Comment: I strongly prefer the "brown route" in this area, with the

station on the west side of Elliott Ave, serving the new Expedia complex

and cruise ship terminal well, and avoiding disruption to traffic on

Elliott Ave W/15th Ave W.

[Armand MacMurray]

Communication ID: 351223

Name: Estelle Shives

Comment:

My preference is for the tunnel instead of above ground tracks and stations. The West Seattle junction area is already becoming overwhelmed with traffic and upgraded construction.

I prefer the station to be on 41st and not on 44th to keep it out of the main junction area.

Thank you for your consideration. Estelle Shives

Estelle--"Carpe Diem"

Communication ID: 351224

Name: Armand MacMurray

Comment:

Re: Interbay station location east of Dravus St

Comment: I strongly prefer the "blue" route and station location here. I think it is important to avoid traffic impacts to 15th Ave W, and to avoid disruption to marine/industrial businesses by tunneling under the Ship Canal to Ballard, instead of using a bridge.

Communication ID: 351225

Name: Armand MacMurray

Comment:

Re: Ship Canal crossing and Ballard station location

Comment: I strongly support the "blue" route to tunnel under the Ship Canal to Ballard and have an underground station at 14th Ave NW & Market. It's important to use a tunnel to avoid disruption to businesses and to marine traffic, and important to align with 14th Ave NW to avoid negative traffic impacts on the heavily-used 15th Ave NW

Communication ID: 351238

Name: Ron Peterson

Comment:

We urge you to present the following Facts:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 351240

Name: Jan Peterson

Comment:

We urge you to present the following Facts:

The West Seattle Golf Course is the Gem of Seattle Public Golf Courses, unmatched in the region for an intercity course similiar to Beth Page Black and Torrey Pines.

56,000 rounds per year providing revenue for all Seattle Parks Department programs.

It is imperative that the Link Rail Route chosen minimize impact on the Course in order to maintain its Historical Design and Enviornmental Integrity.

Gratefully, Members of the West Seattle Golf Club

Communication ID: 351249

Name: Beth Kelley

Comment:

Hi,

These are my preferences regarding new transit system to West Seattle:

Tunnel (NOT above ground tracks and stations)

Station location on 41st (NOT 44th)

Beth

Sent from my iPhone

Communication ID: 351252

Name: Jill Marchick

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space."

We are not currently planned for demolition but nothing has been decided yet so we need every vote.

Thanks again,

Jill Marchick

Sent from my iPad

Communication ID: 351255

Name: Patricia Logerwell

Comment:

To Sound Transit:

I am writing in regards to the proposed Transit Station which is to be located between Pioneer Square and the Chinatown-International District. I am a Trustee on the Board of the Wing Luke Museum and have been involved with the ID for over 30 years actively. I have a family friend who is elderly and lives in the CID and I go to the CID about 3-4 times weekly for shopping and nonprofit volunteer work. The International District has special meaning to me in that part of it was once Japantown prior to the incarceration of the Japanese in WWII and a home away from home for so many immigrant groups that came to the US and were not allowed to live in other parts of the city.

The decades have brought gentrification and displacement to our neighborhood and serious consequences for those living in the CID. It is my understanding that there is a proposal to put the station on 5th Avenue. Here are my concerns: I would anticipate significant disruption to access to the CID during construction and it would lead to even further uncontrolled displacement of residents of the neighborhood as developers follow the construction of the station.

I would like for there to be further study in regards to the impact on the CID and its residents, businesses, and architectural integrity.

Since the neighborhood has a history of being a place where many immigrants were forced to live because they were not allowed to live closer to the "heart" of the city, displacing them does not seem justifiable.

I hope you will consider the long term effects of the station placement and construction. Although I know that cost is a definite driving factor, the long term effects on the neighborhood must be considered as they would not be recoverable in the future.

Thank you for your consideration,

Pat Norikane Logerwell

plogerwell@comcast.net

206-940-3269

Communication ID: 351260

Name: Sharon Price,Jim Price

Comment:

The preferred route of Sound Transit is to come around the south side of the bridge when coming to West Seattle. You say it's the cheapest option. The Port doesn't want interference for the next 3-5 years on the north side of the bridge because they say they'll be busy with construction, but on the south side it would destroy homes and 2 neighborhoods forever. The tunnel through Pigeon Ridge lined up with Genesee has been the Port's first choice and they'll help with engineering costs we've been told in meetings.

Coming around the south side:

There's a heron rookery next to the bridge on the north and slightly east side of Pigeon Point between the bridge and stairway

There's our "22nd Ave Street End Park" with a neighborhood grant plaque in it from 2002 (22nd Ave neighbors and local school kids built it, did weeding, and decorated tiles in the obelisque visible from the W. Sea. bridge)

It would probably take out 2 homes, 2 triplexes, and possibly 2 townhomes here in lower Pigeon Point, and many in Youngstown

It would create an unpleasant atmosphere with this viaduct looming overhead next to our neighborhoods on Pigeon Point and Youngstown (the downtown people got rid of the viaduct they thought unseemly at great cost to us all---but now it's okay to say Youngstown and lower north end of Pigeon Point should endure a viaduct??)

The elevated rails amount to a viaduct. Why are you considering destroying our West Seattle with a viaduct? Tunnels are the future---wait till you can afford to do it right if you can't now.

We want Sound Transit to reconsider going through Pigeon Ridge via a tunnel, as it would probably save many homes, 2 neighborhoods, a rookery, and a neighborhood park. All this is worth spending more.

Sharon Price

206-935-1532

3624 22nd Ave SW

Seattle, 98106

Communication ID: 351261

Name: H Campbell

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Communication ID: 351263

Name: Sandy Sullivan

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Sandy Sullivan

sandysullivan1@outlook.com

Communication ID: 351265

Name: Diane Sugimura

Comment:

Dear Ms. Swift:

Thank you for the opportunity to comment on the scope for the Environmental Impact Study (EIS) for the West Seattle and Ballard Links Extension Project. It is essential that the EIS cover the Fourth Avenue alignment alternative in the EIS. I agree with Historic South Downtown's (HSD) statement that "A thorough EIS is one which studies a full range of reasonable alternatives and identifies the trade-offs and benefits of one alternative over another, as well as the means to mitigate the adverse impacts of the alternative that is ultimately chosen."

Since the HSD letter very specifically and persuasively addresses the many community concerns, which I agree with, I will not repeat them here. However, I would like to discuss why these concerns are so important to these communities.

The History of Exclusion, Segregation and Displacement

The history of exclusion, segregation and displacement of the Asian population, as well as all other communities of color, goes back for centuries. From the beginning of this nation, slaves were not allowed to own houses or land or even receive pay for the hard labor, so the white land owner could profit. Native Americans were banned from living where they wanted; their land was taken from them. Asians were forced to leave the country, were denied citizenship and therefore property ownership, were forced to live only in certain parts of the city. Japanese Americans were incarcerated during World War II. The stories go on and on … redlining, restrictive covenants, HUD and FHA policies, GI Bill discrimination, Urban Renewal, suburbanization, freeway construction, etc. Many of these challenges are still going on today. And the impacts from these earlier programs and policies are still being felt today, perhaps even more so as we look at what is happening with the equity gap in Seattle as well as across the country.

Why Is This History Important?

So why do I mention all this? I hope eyes will be opened to why the future of Chinatown/International District is so important. People were forced to live here; they were not able to choose where they wanted to live. These people survived and built vibrant communities in spite of all the discrimination they faced. They are, however, still being threatened by new development, in particular major infrastructure projects. Historically, such major projects have cut through communities of color with little consideration of the impacts. It has unfortunately been easy to ignore the wishes of marginalized communities.

Those who have not experienced this type of exclusion and segregation do not realize how important maintaining the legacy and culture is for the people of the community.

Recent References

Op-Ed in the Seattle Times, April 2, 2019, "Protect Chinatown ID community from runaway development"

The Wing exhibit, "Excluded: Inside the Lines"

The City of Seattle's Equitable Development Initiative

There are many others.

My Story … Why I am So Passionate

My parents and families were incarcerated during World War II; my parents were married behind the barbed wire fence at the Portland livestock yard

I have lived in Seattle for more than 60 years; personally experienced redlining when we were trying to buy a house in the mid 1950s

I have been involved with the Chinatown/ID community since the mid 1970s – The Wing Luke Museum, International Special Review District Board, Inter*Im, IDEA

I worked as a City of Seattle planner for more than 38 years

I was the director of the City's Department of Planning and Development for 14 years

Thank you very much for listening.

Communication ID: 351268

Name: Kriti Arora

Comment:

Hello there,

I recently moved to West Seattle (in Apr 2018) and it is a beautiful, vibrant neighborhood that cares for its residents. We were given no intimation that the new light rail would cut across West Seattle Bowl - a fully residential neighborhood. Also, its 2019 - I understand that it costs an additional $2.1bn to make the tunnel (which is standard in most developed cities in the world) - please do the right thing! This project will long outlive you & I, and we want to be known as creating a sustainable transit environment - I urge you to rethink, and pause if it needs time - give it more time for idea submission, and for you to raise third party funds.

Long story short, we will start a legal case with employees from large tech firms in the area - there is a huge uproar over this in the Tech Community and we will not allow for such short term and narrow thinking for infrastructure development in Seattle.

The additional funding can come through many mechanisms (local taxes, and third party funds, kickstarter etc)

Again, build a tunnel if you have to go through with this project - do not disrupt residences, build it off the main avenues. Think of what later generations will say about the West seattle - Ballard light rail.

Thanks,

Kriti

Communication ID: 351269

Name: Rand Fullington

Comment:

As a long time west seattle resident and frequent golfer at the west seattle course, please protect this community treasure. West Seattle golf course has 56,000 rounds played per year generating significant revenue for the city as well as adding to the sense of community.

Communication ID: 351270

Name: Steve Condon

Comment:

To whom it may concern:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Thank you

Steve Condon

Communication ID: 351271

Name: Sharlene McCambridge

Comment:

I believe a tunnel is the best option for delivering light rail to West Seattle and Alaska Junction.

I believe the current "Yellow/Gold" Elevated Alternative will create a permanent scar across a thriving East Junction community; one that is a vibrant, evolving tapestry of single and multi-family residential housing.

I believe any above ground option entering The Junction will set a terrible precedent for future light rail expansion. If elevated, any progress south to neighborhoods like High Point, White Center, and Burien will involve the decimation of hundreds if not thousands of West Seattle residences.

I believe light rail is a generational decision. Any option will be in place for the next 100 years. We should not be tempted by quick and easy alternatives, but instead support and build something we can all be proud to pass on to future generations of Seattle.

Sharlene McCambridge

206.913.8910

Communication ID: 351272

Name: Sharlene McCambridge

Comment:

I believe a tunnel is the best option for delivering light rail to West Seattle and Alaska Junction.

I believe the current "Yellow/Gold" Elevated Alternative will create a permanent scar across a thriving East Junction community; one that is a vibrant, evolving tapestry of single and multi-family residential housing.

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Sharlene McCambridge

206.913.8910

Communication ID: 351274

Name: Lisa Alado

Comment:

Hello,

I believe a tunnel is the best option for delivering light rail to West Seattle and Alaska Junction.

I believe the current "Yellow/Gold" Elevated Alternative will create a permanent scar across a thriving East Junction community; one that is a vibrant, evolving tapestry of single and multi-family residential housing.

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I believe light rail is a generational decision. Any option will be in place for the next 100 years. We should not be tempted by quick and easy alternatives, but instead, support and build something we can all be proud to pass on to future generations of Seattle.

Thank you very much for your support!!

Best regards,

Lisa Alado

Communication ID: 351275

Name: Sean Lane

Comment:

I live at 5th and Madison condominiums located at 909 5th Avenue and I'd like to thank the two representatives of Sound Transit who came to our building on March 28 and presented the current options for the Midtown Station location. We are very supportive of both alignments and the station entrance options presented - 5th avenue alignment with entrances at 4th and Madison and at 5th and Columbia, and the 6th avenue alignment with stations between Spring and Seneca on 5th and 6th avenues.

We would also like to express our concern and reservations regarding any future consideration of a station entrance between Madison and Marion on 5th avenue. If an entrance were placed on the eastern side of my block, the shafts would go through our residential parking (7 floors) and storage space, require re-routing of critical residential utilities, fire and trash systems and puncture our building foundation. Meanwhile the head houses would consume much of the limited green and open space in our neighborhood.

Thank you, we are very much looking forward to the arrival of Link in our neighborhood in a few years!

Sean Lane

Communication ID: 351276

Name: Carol Burton

Comment:

Scoping Comments for West Seattle/Ballard light rail, mostly concerned with the Ballard portion

Reliability of transit is most important a tunnel under the Ship Cana; is the best way to achieve that. Placement of stations also comes into play e.g. the Smith Cove station needs to serve more than Expedia if Sound Transit wants maximum ridership. This means we need a way for passengers to get to the station from Magnolia, and maybe from Queen Anne though they will most likely use the Seattle Center station.

Right now the thinking is that tunnels are more expensive but the technology will almost certainly have improved by the time we actual build the Ballard extension meaning most likely a reduction in cost. We know how to tunnel under the Ship Canal, we have been dong that for many years, and Sound Transit recently built a tunnel under the Ship Canal to the University.

The station currently proposed at Thorndyke Ave similarly needs a way for passengers to get there, right now the only way to cross the railroad tracks from the west side is Dravus St which means a long walk down to the station at Thorndyke. Maybe a pedestrian bridge across the tracks closer to the station.

Consider the walk and bike shed not just as lines on a map or as the crow flies but in real life. The area around the proposed Thorndyke station is not walkable right now even though it looks like it is on a map - and Sound Transit staff claim it is. Similarly with access from Seattle Pacific University. People won't walk down from the top or west of Magnolia to ride light rail, they have to walk back up that hill at the end of the work day.

Elliott/15th Ave corridor is a major north south route second only to I-5 and Hiway 99. Consider the economic effects during construction and afterwards, access to businesses, parking, making deliveries (right now delivery trucks park in the middle turn lanes. This is a major freight corridor much of which cannot go through the Hiway 99 tunnel. It's also the main route for commuters to downtown and destinations such as the airport, getting to the 99 tunnel from Magnolia and Interbay is difficult.

Much of the discussion around the Smith Cove station has been around Expedia, forgetting that there are other potential passengers from Magnolia and Interbay. Development at the Armory site in Interbay will also need to be considered especially if housing is included.

I think the representative route is a non starter - trains can't climb vertically 50 ft straight up. If it's still being considered absolutely do not go through Fishermans Terminal, that is a major economic engine for Seattle.

thank you

Carol T Burton

4052 Williams Ave West

Seattle 98199

206-691-1298

ctburton7@gmail.com

Communication ID: 351277

Name: Nina LaSalle

Comment:

My grandparents came to Seattle in 1918. My father was born here, I was born here, my two daughters were born here. Seattle is my family's home and has been for generations. We're grasping to keep some of the Seattle we know and love. I bought the house I live in now in 2015. It was built in 1916. I bought it because I loved the neighborhood, especially the tall grand evergreen trees that have been preserved on our block. As neighbors we are all very proud of our yards. My husband and I have put a lot of money, time and sweat into remodeling this house and we're still improving it. At least a third of my neighbors or more have done remodels. One of my neighbors, a single woman, has been working on her home for several years, saving money until she can make the next improvement. I was looking forward to having many family gatherings here with my children and their grandchildren. Please save our neighborhoods by putting light rail underground.

Communication ID: 351278

Name: Chris Julien

Comment:

I feel that a tunnel is the best option for delivering light rail to West Seattle and the Alaska Junction.

I believe the current "Yellow/Gold" Elevated Alternative will create a permanent scar across a thriving East Junction community; one that is a vibrant, evolving tapestry of single and multi-family residential housing.

I believe any above ground option entering The Junction will set a terrible precedent for future light rail expansion. If elevated, any progress south to neighborhoods like High Point, White Center, and Burien will involve the decimation of hundreds if not thousands of West Seattle residences.

I believe light rail is a generational decision. Any option will be in place for the next 100 years. We should not be tempted by quick and easy alternatives, but instead support and build something we can all be proud to pass on to future generations of Seattle.

Thank you, Chris

Chris Julien, CPA, MST

Senior Manager

Berntson Porter & Company, PLLC

11100 NE 8th St, Suite 400, Bellevue, WA 98004

main: 425.454.7990| direct: 425.289.7681 | fax: 425.454.7742 | cell: 206.578.2300

Communication ID: 351280

Name: Margaret Allen

Comment:

Hello Transit Team Members:

I have been attending the meetings in West Seattle and have been so impressed by the enormity of what you are accomplishing, how much the outcome will affect the quality of life for many generations, and how professional you are. Each meeting has been well organized with clear agendas, plenty of visuals, over views and opportunities for discussion and input. You are community builders! I have met with some you personally and enjoyed your warmth and intelligence. What a job you have! Another conclusion is excellent people are at the helm.

I see the decisions to be made as having very high stakes for life experience and thus, feel passionate. I hope you will hear my thoughts and give them great consideration.

I noticed that an important evaluation criteria was omitted from the rubric. It isn't too late to fold social value into the decision-making check-list. Because we are still at the point of making choices in the plan, it is an ideal time to agree and consider how design affects health and well being for the long term. I feel certain you are advocating and have plans in the designs for positive public impact even if social context has not been articulated as a criteria. As I list my preferences below and rationale, please consider my concerns for planning for the greatest community health as well as for transportation access.

Where a station is located is crucial to well being:

The preference is 41st and Alaska. 44th requires cutting through the middle of the Junction or wrapping around it via Oregon. The Junction is our village common. It's a place for anyone to stroll to get ice cream, have conversations, engage in social events and festivals. Noise, intensity of movement, disruption of social engagement would seriously

rip the heart out of our center. The Junction already serves a fundamental purpose. This purpose can be maintained while we enjoy close proximity to a station if we go with 41st.

A tunnel with under ground stations support and maintain a neighborhood.

Above ground tracks provide noise, air pollution, an industrialization of a community that wants to be part of a city but not divided by a monolithic swath of concrete. Our hills require even higher elevations for the guides, making their presence a dominant eyesore. As we increase in population, a tunnel preserves mostly already narrow surface streets for moving about our smaller community foot, in cars or bicycles.

Our social capital is a stake. We can accommodate density and grow without increasing stress with smart planning. I hope you feel the same and want to include the creation of public health. I'd like to believe we will all look back on how this project progressed knowing we made a big difference in the quality of life for generations. This quality is access to transportation and strengthening community livability.

Sincerely,

Margaret Allen

Communication ID: 351281

Name: Al Muehlenbruch

Comment:

Thank you for the opportunity to offer comment on the scope of review that will be conducted as part of the EIS process for the West Seattle - Ballard Link Light Rail Extension.

I write to you on behalf of PCC Logistics, a business that supports container terminal maritime industrial jobs and is a crucial component of the economic engine this sector represents to our local, regional, and state economies.

Impacts to container cargo and other maritime operations on the Duwamish have long-lasting economic and quality of life implications. Competition for this cargo remains fierce, and shippers see even the possibility of short and long-term disruption as a reason to utilize other gateways. These disruptions affect our ability as an employer to both maintain and grow our business and to provide the family-wage jobs our region depends on.

The transit services provided now and in the future by Sound Transit are critical to our ability to move goods more efficiently – efficient freight movement depends on an efficient transportation system, and we want to partner with you as you move forward into the next century.

For the West Seattle portion of the alignment, our concern is the location of the crossing of the Duwamish. A crossing north of the Spokane Street Corridor directly impact congestion in the gate entrances at both T-18 and T-5, which will be operational by your startup date.

PCC Logistics is located at 3629 Duwamish Avenue South Seattle, WA. This location has been offering support services to the shippers that use the Port of Seattle marine terminals for the past 8 years. PCC has operated at different locations in the Port of Seattle for over 20 years.

Our Duwamish facility provides rail unload and reload operations to the largest exporters and importers in the U.S. We provide many different services in the port, including rail and container trans-loading, truck to container trans-loads, and containers to trucks headed into the mid-west. We also offer reworking services for damaged containers to all of the

terminals in the Port of Seattle and all of the steam ship lines. Our location is ideal for providing prompt and reliable services to all of the shippers using this port.

PCC has operations in Seattle, Tacoma, Oakland and LA. That level of coverage has made us the go-to provider for a majority of shippers of both Imports and Exports.

Construction in public right-of-way would limit freight mobility for up to five years. If either the north or south side of Spokane Street is chosen, the effect will be detrimental to the main terminals in the Port of Seattle, as truck traffic and gate congestion are already recurring issues.

The closure of T-46 to be converted to a cruise ship terminal is just beginning now and those volumes will be shifting to T-18 for the short term. Once the retrofit of T-5 is complete, those steamship lines will shift to T-5. This has been assured by the signing of a 30 year contract with SSA to operate T-5 along with their $250 million commitment to retrofit the terminal. All of this is very positive for the growth of the Port of Seattle.

Washington and surrounding states all the way into the Midwest are responsible for feeding a larger percentage of the world's population this is dependent on the smooth operation of the port. As we saw in the last labor disruption the impact to the Apple industry over one season was in the billions. The construction is expected to last years and in my opinion will have long lasting effect.

We ask that the Board recognize the significant impact a north crossing and south crossing in close proximity to Spokane Street would have on maritime industrial businesses in the region and include a thorough assessment of those impacts in the scoping process to allow for a true reckoning of costs – including short and long-term mitigation.

For these reasons, we ask that the Board choose an alignment with a crossing well south of Spokane Street as the preferred alternative for the EIS, and ensure that such an alignment is included in the environmental review.

This is why I support the Pigeon Ridge West Seattle tunnel route. I believe it has the least effect on the economic engine that is the Port of Seattle and the many businesses that would be affected along Spokane Street. This route would also give you more room for future expansion without affecting the port.

Placing the light rail along the Spokane Street, whether it emendate north or emendate south of Spokane Street would have a long lasting impact on the port.

While I understand the cost is one factor that is always looked at in projects of this magnitude, that does not always take into account the long-term effects and costs. I truly believe that any added obstructions along the Spokane Street / West Seattle Bridge would be short-sighted. The construction of this project for the 5-year period would greatly affect the through-put of the trucks for both T-18 and T-5, and the infrastructure for all service providers in the area would be impacted.

I have not seen an estimated life expectancy for this light rail project, but I would suspect that when the route is chosen and built it will be there until the mountain takes it out. 100-150 years depending on the quality controls that is put in place now to ensure its long use.

Subways in use around the world year built:

Moscow opening date 1935 84 years old

Tokyo opening date 1927 92 years old

**Buenos Aires opening date 1913 106 years old **

**New York City opening date 1904 115 years old **

**Paris opening date 1900 119 years old **

**Glasgow opening date 1896 123 years old **

**London opening date 1893 156 years old **

As you look over these dates above in some of the greatest cities on the planet, you know that those Transit projects have not stayed static since the day they cut the ribbon. They have been in an ever- expanding process of improvement. If we can learn from that and allow for change and growth long- term for the future users of this light rail, this will provide us with flexibility to deal with growth and modernization for decades to come.

Let's say our ability to build projects like this has improved over the last 150 years. If so we should be able to expect this project will achieve at least 150 years of service, and the cost over that time period to have it away for the port and not affecting the port long term would be well worth the investment. This would also allow for more flexibility in the expansion in the decades to come that may not even be on the radar at this time.

I have an example of what I would call one of the greatest failures of forethought in our area and also one of the greatest achievements at the same time.

The Washington State Convention Center is one of the best complexes on the west coast, providing a great venue for many events as well as many jobs, and it brings in revenue for the City in a big way. Since its first event took place in 1988 it has been a huge economic success--a major factor in the growth of downtown with many hotels, countless restaurants, and jobs.

But I have to ask the question: is there anyone involved with this light rail project that does not recognize what the impact of that facility has had on transportation since its completion? I hate to be someone who looks back and says we could have done something differently, but I am not sure how I-5 was over-looked. What would it have taken to marry that economic juggernaut and provide a formula for the growth of I-5?

You go from 6 north bound lanes to 2 and this is the same for south bound 6 down to 2 lanes.

In my opinion, short-term goals were all that were being considered. We need to learn from that and not make that same mistake with this project.

Please take your time and let's make the best long term decision that will provide for the long term growth of the Port of Seattle.

Thank you for your consideration of my letter.

Al Muehlenbruch

Business Unit Manager

PCC Logistics

3629 Duwamish Ave S.

Seattle WA, 98134

Tel: 206-805-0220

Fax: 206-805-1484

Cell: 253-606-7037

Email: al@pcc.cc

Website: www.pcclogistics.com

Communication ID: 351283

Name: Lisa Marcus

Comment:

Please locate the light rail station in the center of Ballard where people are living mid densely, and shopping, and walking, and where the majority of bus routes are.

This option may even be less expensive as well as all around better for use!

This is a climate solution issue as well as just better for people over all.

Thank you.

Lisa Marcus

Light rail rider and fan of good public transit.

Communication ID: 351284

Name: Cheryl Knox

Comment:

The lite rail should be underground in West Seattle. The up front cost is more but the benefits will outweigh the cost.

I am not going to lay out the reasoning- there are many others that already have.

Please put the lite rail underground.

Sincerely,

Cheryl Knox

Sent from my iPhone

Communication ID: 351285

Name: Ron Malatesta

Comment:

Please do your utmost to not incur upon the land currently occupied by the WSGC. In the long run cost to the WSGC will far outweigh the cost of avoiding building on the course.

Please do the only good option and do not use any of the WSGC land in building light rail to west Seattle.

Thank you,

Ron Malatesta

206 450-8586

Communication ID: 351286

Name: John Woods

Comment:

I know that I said that West Seattle needs a transit tunnel, however Sound Transit has never said anything about who is going to pay the extra money for a tunnel. I would like to know

John Parker Woods

jwoods486@gmail.com

Communication ID: 351287

Name: Anonymous

Comment:

I 100% support the positions of both the West Seattle Transportation Coalition (WSTC) and the Junction Neighborhood Organization (JuNO) – prefer postponing or removing the Avalon station for cost savings and better service times – no one is advocating for keeping all three stations except people who willfully misinterpret the ballot language- truncate line for now if necessary – prefer tunneling over viaducts – or align along existing major thoroughfares – align over golf course instead of homes – you can still golf under a viaduct – you can't live under itWhy are we preserving an underused golf course at the expense of hundreds of homes at a time of housing crisis? The whole design process was delayed and then rushed. Please take the time to get it right, there is no do-over

Communication ID: 351288

Name: Anonymous

Comment:

West Seattle does not want a street or elevated rail. YANCY STREET/WEST SEATTLE TUNNEL is the preferred option. How can anything other than the least amount of damage and destruction even be considered? No one elected ST the road czar of west seattle. The vote was for a transportation option to be a priority to spend taxes payers' money. Do not fool yourself into believing a precious few that want a more convenient commute represent the whole of west seattle. The council representative and the community advisory group have made it clear that west seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL option and they are actually elected officials contrary to sound transit.

Communication ID: 351289

Name: Anonymous

Comment:

Pursue the YANCY STREET/WEST SEATTLE TUNNEL option to implement with the least amount of destruction. It is perfectly fine if you do not get to destroy the Alaska Junction for a privileged few who want a more convenient commute and this is not justification to take any residence in West Seattle.

Enhance the existing bus service to something that supports underserved areas now.

Travel further south down west marginal to camp second chance to provide service to white center and connect to the airport.

Communication ID: 351290

Name: Anonymous

Comment:

All evidence and existing study presents results to tunnel in existing neighborhoods and established communities.

West Seattle wants the option with the least impact on the established community.

Review the YANCY STREET/WEST SEATTLE TUNNEL option as preferred in the EIS – regardless of the ST option.

Two stations inside two miles are more than necessary, to provide commuting convenience for a limited number of existing residents.

Not required to uproot the Alaska Junction for a station, it is not required to have a train stop at each and everyone's front door. Further extensive service down Delbridge and to white center would be more acceptable than entering the Alaska Junction that has and adequate bus station.

Remove no residential homes.

Rule out street level and elevated anything.

Take however long it takes, the convenience the commute of a privileged few, is not more important.

The option to not drive a train into west seattle is a possible result due to feasibility.

We have already thrown good money after bad with monorail boondoggles and viaduct nightmares.

Maybe try telling the truth about the challenges of the geographic terrain and that the entire state should not have to pay for the commuting convenience of the precious few that don't know how to take the bus or drive.

Stop trying to sell an option for a street level or elevated option to an established community that does not want it at the expense of making residents homeless.

Communication ID: 351291

Name: Anonymous

Comment:

Add YANCY STREET/WEST SEATTLE TUNNEL to the EIS

Eliminate the Avalon Station as the cost of dislocating residents is too great and unnecessary for a train that will not provide service to the majority

Communication ID: 351293

Name: Anonymous

Comment:

Try paying attention to obvious feedback form residents that actually live in West Seattle. West Seattle prefers the path of least destruction. Do not remove residential homes, stay out of the Alaska Junction, select the YANCY STREET/WEST SEATTLE TUNNEL route, add to the EIS. Or no light rail at all.

Communication ID: 351294

Name: Anonymous

Comment:

The national Highway System has provided evidence that there is more bang for the buck in maintaining or expanding transportation options that already exist and diminishing returns on building new infrastructure.

West Seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen. Fewer stations, do not spend to purchase homes, tunnel this boondoggle. If you do not proceed with this route, don't be surprised when flighty Seattle votes down your funding.

Communication ID: 351295

Name: Anonymous

Comment:

West seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Transit projects never return on investment and generally lose money on every ride. This is a tax for commuting convenience for a very limited few that think they are privileged to have the entire county pay for them to ride to work. I will never ride this train three miles to nowhere. And that has nothing to do with how ugly the proposal is. I do not support taking homes out of the community for a route and option no one wants that will be an eyesore. Transit does not reduce traffic. I am not obligated to pay taxes for someone else's commuting fee. Do not trash the Alaska Junction, do not buy any residential homes, Two stations are more than enough. Do not force options into west seattle that do not even serve the part of the community that is in the most need now. Light rail is a stupid limited route idea there is no flexibility in a rail system when it becomes obvious that the Amazon employees that do not drive , no longer live in west seattle.

Communication ID: 351296

Name: Anonymous

Comment:

Focus on making the YANCY STREET/WEST SEATTLE TUNNEL, the route of least damage and destruction to the community, and add to the EIS. West Seattle does not have any further interest in street or elevated train route to nowhere.

Communication ID: 351297

Name: Anonymous

Comment:

West seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Transit projects never return on investment and generally lose money on every ride. This is a tax for commuting convenience for a very limited few that think they are privileged to have the entire county pay for them to ride to work. I will never ride this train three miles to nowhere. And that has nothing to do with how ugly the proposal is. I do not support taking homes out of the community for a route and option no one wants that will be an eyesore. Transit does not reduce traffic. I am not obligated to pay taxes for someone else's commuting fee. Do not trash the Alaska Junction,

do not buy any residential homes, Two stations are more than enough. Do not force options into west seattle that do not even serve the part of the community that is in the most need now. Light rail is a stupid limited route idea there is no flexibility in a rail system when it becomes obvious that the Amazon employees that do not drive , no longer live in west seattle

Communication ID: 351298

Name: Ben Broesamle

Comment:

Hello,

Thank you for all your work to expand our regional high capacity, rapid transit system.My personal comments on the EIS Scoping for the Ballard to Downtown corridor of Link Light Rail Extension follow:

Specific Routing topics of study:

· Study the Level 3 “Brown Line” from the tunnel portal west of Elliott Avenue to a surface station at Galer Street, continuing the “Brown Line” on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 “Blue Line” from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.

· Also study an underground station further west at 17th Ave NW and Market Street in Ballard.

Transit Ridership topics of study:

· Maximize reliability of future transit commutes:

o Do not allow low and lower reliability features subject to failure during the useful life of the project, especially drawbridges.

· Minimize future transit-rider commute times:

o Consider total future transit rider commute times with respect to the following negative impacts: drawbridge failures, and transfer penalties associated with bus-rail integration including: minimizing bus turning movement requirements to drop off passengers at the Interbay Station, bus platform locations nearest to station entrances, and rail platform locations to reduce transit rider transfer walk time.

· Improve pedestrian and bicycle access to stations, specifically from Magnolia to Interbay Station across the Dravus Street overpass of the BNSF rail yard.

Environmental topics of study:

· Acquisitions, Displacements and Relocations

o Consider maritime displacements in Salmon Bay and the operations of extremely hard to relocate maritime industry in Salmon Bay.

· Economics

o Consider the long-term negative economic impacts of both increased operating expenses to maintain and negative effects on surrounding commerce of drawbridge failures, similar to the Ballard Bridge failures we currently experience.

o Consider permanent negative economic impact of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliott and 15th Avenues and at Fisherman's Terminal.

o Consider significant negative economic impact of construction of Representative Alignment vis-à-vis freight, maritime vessel, vehicle, and transit movement through Interbay, specifically on Elliott and 15thAvenues and at Fisherman's Terminal and Salmon Bay.

o Consider the positive economic effects of increased access associated with future expansion per the Sound Transit Long Range Plan to both the north and east from a Ballard Station location

· Environmental Justice

o Consider transit users from Interbay and east Magnolia who are living in naturally affordable housing as transit users who may otherwise have to drive to work or school.

· Land Use

o Consider current land use in Ballard and total activity in Ballard Urban Village. Consider how to locate the Ballard Station as close as possible to those residential units and commercial activity locations while minimizing other impacts.

o Consider TOD potential in Interbay, including: East Magnolia and West Queen Anne.

o Measure walk-, bicycle- and transit-shed in detail using actual sidewalk infrastructure, planned bicycle infrastructure, and Long Range Plan for King County Metro Transit including potential bus circulator connections for central and west Magnolia and Seattle Pacific University. Please do not use crow flight radiuses to measure walk-shed, please include slope steepness and total travel time in walk-shed analysis.

o Please include all 2040 Metro Connects Long Range Plan Magnolia bus routes as potential ridership boosting connections to land use in Magnolia.

o Consider the future redevelopment and potential increased population and ridership from the Interbay National Guard Armory site.

o Consider the Port of Seattle's planned industrial land use development on the north and east sides of the Port's Terminal 91 complex.

· Noise and Vibration

o Consider the current noise and vibration of the BNSF freight yard and the relatively lower impact of locating the light rail infrastructure near that rail yard.

· Parks and Recreational Resources

o Consider how to integrate the Interbay park facilities in future plans

o Consider how to minimize impacts to Interbay P-Patch facilities

· Public Services, Safety and Security

o Consider how to reinforce the Dravus Street overpass of BNSF, specifically for non-motorized and transit and emergency vehicle access to serve emergency access point needs to the Magnolia neighborhood.

o We recently saw mobility reduced due to snow. We expect mobility to be reduced in the event of the Magnolia Bridge failing. Light rail is likely to operate normal regular service. Please consider the Interbay station location and station access (from Magnolia across the BNSF railroad) improvements as vital safety improvements for the neighborhood.

· Transportation (traffic, freight, navigation, transit, non-motorized)

o Please consider the negative impact both permanently and especially during construction of the Representative Alignment on all vehicle and vessel movement in Interbay and Salmon Bay.

o Please consider how to locate the Interbay Station closer to Dravus Street for better bus-rail transit integration to reduce commute times for future transit riders.

o Please consider how best to integrate Magnolia and Seattle Pacific University bus routes in King County Metro Connects 2040 Long Range Plan with the Interbay light rail station.

o Utilize current and improve existing pedestrian and bicycle infrastructure connections to Smith Cove and Interbay station locations.

o Study additional walking, bicycle, and bus transit connections between Interbay and Seattle Pacific University and their positive impacts.

o Ensure design of Link Extension integrates with current Magnolia Bridge and future Magnolia Bridge Replacement.

o Consider the future redevelopment and potential increased population and ridership from the Interbay National Guard Armory site: consider added walking and micro-mobility connections between Smith Cove and Interbay stations that would allow access to Armory site and Whole Foods.

· Visual and Aesthetics

o Consider the current aesthetics of the BNSF freight yard and the relatively lower impact of locating the light rail infrastructure near that rail yard.

· Water Resources

o Consider the impacts of construction of above ground Ship Canal crossings on salmon habitat and migration in Salmon Bay.

Best regards,

Ben Broesamle

Communication ID: 351299

Name: Anonymous

Comment:

Light Rail should be added as a way to improve the community no worsen it, not take as much land as possible, not take as many homes as you can, not add even more stations that really make any sense, and not bow down to legalese as a dictate to transportation solutions paid for by residence in the community. West Seattle and it's elected officials and advisory group have made it clear repeatedly that west seattle prefers the YANCY STREET/WEST SEATTLE TUNNEL as the route of least damage and destruction in this community, add to the EIS and proceed with making it happen.

Communication ID: 351301

Name: Eldon Jacobson

Comment:

Since the web comment page was not working correctly for me, here is another comment: I understand a high-level bridge over the ship canal costs less than a tunnel. So I support a bridge first over a tunnel. The last choice would be a bridge that opens for boat traffic. However, if a bridge is chosen, a vertical lift bridge is easier to maintain, and less expensive to build, than a bascule bridge. The vertical lift bridge should use proven railroad designs, nothing new or fancy. For example, WSDOT got talked into building the most recent 1st Avenue South bridge using a hydraulic system. The hydraulic system needs constant maintenance because the chance of a leak would be bad for the environment if hydraulic fluid leaked into the waterway.

Thanks, Eldon Jacobson

Communication ID: 351303

Name: Anonymous

Comment:

I am a long term WS resident and a strong supporter of a tunnel and potential alternate route.

Non-Taxed, Revenue Generating City Property adjacent

to proposed line

When the city owned properties are exempt from hugely valued

property and tax free while generating revenue, where is the logic in

destroying a very special and unique neighborhood? How did the city determine

an above ground rail was any type of “solution” in a phase 3 scope?For example: The city owns a combined 7.4Million square feet

(7,477,488 to be exact) of land adjacent to the proposed route valued at

$118Million dollars ($118,175,300 to be exact) that is all PROPERTY TAX EXEMPT.

These are all revenue generating properties. Isn’t it logical to temporarily

disrupt some of these areas vs. permanent disruption to residential areas? (The

WS Golf course in particular). //The city will perpetually lose REAL revenues if an above

ground rail is built in West Seattle. In the cost and feasibility study and

analysis, you MUST include buyout costs of homes with views, property tax loses

(forever) based on the devaluation of any home that can hear or see an elevated

rail, let alone be near it, and be LONG TERM fiscally and socially responsible.

The long term value of permanent disruption will far exceed the additional cost

of a tunnel over the long term. Camp Long (West Seattle Golf Course and Camp Long) 5,754,275

square feet, $86,315,100.00)https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=2424039007West Seattle Golf Course and Stadium (1,115,551 square

feet, appraised value $16,733,200.00https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039013Delridge Community Center (607,662 square feet)https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039030Youngstown Playfield (607662 square feet, appraised total

$15,129,000)https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039030

Noise Pollution

Central Link trains operate for twenty hours a day on

weekdays and Saturdays, from 5:00 am to 1:00 am, and eighteen hours on Sundays,

from 6:00 am to 12:00 am. I have lived in my home 2 blocks south of the

junction for 28 years. Only 8 or so years ago I started hearing the constant

rumble noise of I-5 traffic in my front yard, and still do so today. I live 3.5 miles away from it.//What is the city's plan to mitigate affecting the more than

5 mile radius of residential home noise pollution when in fact it would be

greater and more damaging at a much greater scale in an elevated rail track? As

with ground effects, the atmospheric effects need to be considered for both

noise predictions and measurements."A lot of municipalities just don't even think about

noise," says Eric Zwerling, director of the Rutgers Noise Technical

Assistance Center at the State University of New Jersey and president of the

Noise Consultancy, LLC, "but the bottom line is that it's much, much

cheaper to design for quiet than to remediate afterwards. Spending additional

time upfront helps residents avoid disrupted lives and costly retrofits, and

could help municipalities and State DOTs avoid the problem and expense of

addressing incompatible adjacent land uses."

[https://www.fhwa.dot.gov/publications/publicroads/03jul/06.cfm]Noise above 55 dB(A), where dB(A) is a measure that attempts

to correct the way the human ear perceives loudness, is considered noise

pollution for humans, and the sound values in the range 65–75 dB(A) cause

stress to the body, leading to arterial hypertension (high blood pressure),

cardiovascular disease, and heart attacks (Berglund et al. 1999).[Source: https://link.springer.com/chapter/10.1007/978-3-319-57496-7_6

]At fifty feet away from a person, a city bus would measure

84 dBA and a heavy truck 90 dBA. A light rail vehicle at the same distance

would measure 66 dBA and an Electric Multiple Unit 85 dBA. Comparatively,

conversational speech is about 60 dBA.[Source: http://www.rtd-fastracks.com/media/uploads/nm/0906F5_Noise_and_Vibration.pdf

]

The hill between Fauntleroy and California South of

the Junction is clay and has a high erosion potential and at best, unforeseen

cost overruns

My 94 year old neighbor who was born, lived and died in her

house 25 years ago (1994) was here to tell the tale of the hill between Fauntleroy and California as

dug up clay from both of those streets to create the hill proposed for the

light rail route. A recent residential remodel along the proposed elevated

route was city required to dig 16' deep pin piling support along the 20 foot

long home for erosion protection of the neighboring property line.\ How will the city validate soil erosion, pin pile depths

and relating earthquake safety issues? In one recent remodel on this hill, a

residential homeowner was REQUIRED BY THE CITY to drive pin piles 16 feet under

the property grade for a home that is under the city's 30 foot height

requirement. What are the requirements for hundreds of feet in the air light rail?

25 foot residential home @ 16 foot deep pin piles x 150 foot elevated rail = 96 foot deep pin piling?

More? How does this compare to boring a tunnel when it is possible the erosion

control plan will set the framework for a tunnel?

Futurization, Neighborhood Appeal, Community Events

Elevated proposed "future" route at the Junction on 41st ave

SW to where? Burien? What is the city's

logic in a potential connection route to Burien through thousands of

residential homes on 41st Ave? At the very least, the city should

plan ahead to incorporate the already

industrial eco-system of marginal way,

as well as the short and long term cost and revenue advantages of this area. //In the affordable housing act, developers get financial

breaks on new development – is this cause of concern for the "preferred route"

and city revenues from builders, permits, etc.? The city must also consider the

social and economic impact on the Junction small businesses and its residents.

Will people really enjoy community events such as the Farmers Market, Annual

Festivals and so on with light rail noise and concrete hovering over them?

Pedestrian Safety, Passenger Volume, Future

scalability for an above ground rail – Build another One?

There are serious pedestrian safety and passenger volume

control issues with the proposed elevated rail plans. According to the rail

service delivery performance report, demand exceeded the anticipated ridership.

[https://www.soundtransit.org/sites/default/files/2017-q4-service-delivery-performance-report.pdf]

According to the Times, the Capitol Hill Station had “full

platforms, full trains, and people waiting for the next” (and during spring

break no less) and the resulting solution was simple; add longer trains. [https://www.seattletimes.com/seattle-news/transportation/sound-transit-to-add-bigger-trains-to-meet-ridership-demands/

]An average three car train weighs about 450,000 lbs. not

including passengers. [https://www.seattletimes.com/seattle-news/transportation/cracks-in-light-rail-tracks-slow-trains-in-south-seattle-expect-closures-for-repairs-over-weekend/]How can the city scale unanticipated demand compared to

build load of the above ground system? Will we have a repeat of the above at

10mph (between a walk and a jog) to address cracks and closures. Please consider the long term effects of an

above rail system and its passenger scalability.What are the effects

of weather conditions on an above rail system? [https://en.wikipedia.org/wiki/Rail_stressing]

Airplanes at ground level often need de-icing before they are safe to take

airborne. With a proposed above rail system, what are the costs to insure passenger

and rail safety? //What is the City’s plan to handle over-demand with an above

light rail system? Build another one? The Capitol Hill solution was perfect,

did not cost ultimately more than the revenue generated from adding longer

cars. Nowhere in an elevated rail system is there a viable and straightforward

approach to considering this factor. With respect to elevated rail and weather

conditions at grade elevation, how will the maintenance in certain weather

conditions affect the usability, safety and ongoing service? The City MUST

consider the hidden long term costs of a lower priced solution.

Wind Velocity at 150 feet equals a category 1

hurricane: Safety is a critical concern

The Wind Velocity and consequent safety of riders are a

critical consideration to be made. If the average wind speed is measured at

approximately 30 feet on average, and Seattle winds can average up to 16 mph

during certain seasons, winds could

reach up to 80mph 150 feet in the air. That is 69.5 knots per hour and a

category 1 hurricane. Only two random examples here.Denver light rail and highway shut down at threat of Wind

damage to Ikea signs at 20-40mph [https://www.thedenverchannel.com/traffic/traffic-news/strong-winds-damage-ikea-sign-i-25-rtd-service-in-centennial-shut-down]New Jersey various light rail issues and repairs even at

street level causes safety issues [http://njtransitresilienceprogram.com/ongoing-resiliency-initiatives/other-repair-and-resiliency-projects/]As of today, the submission deadline for comments on a

lovely mild spring day, the 520 bridge weather indicates wind speeds at 11mph

and gusts at 16 mph. The bridge (similar to a raised rail with no wind

deterring protection on either side of proposed elevations) is only 20 feet

deck height above the water at midspan and often wind warnings are issued to

insure traveler safety. If you have not had the opportunity to drive across the

bridge during wind gusts, please do; it's an unsettling experience. [https://www.wsdot.wa.gov/Projects/SR520Bridge/About/BridgeFacts.htm]

Elevated Seattle light rail cracks within a 1200 foot

stretch after only 9 years; 5 mile shutdown; passenger alert took the city 2

weeks to investigate

It is astounding to consider it has only been 9 years that

an elevated light rail shows cracks along a 1200 foot span and a 5 mile shutdown.

Does the city really expect this will not be a repeat issue with unforeseen

repair costs compared to the stability of a tunnel?

[https://www.seattletimes.com/seattle-news/transportation/cracks-in-light-rail-tracks-slow-trains-in-south-seattle-expect-closures-for-repairs-over-weekend/]//How will the city plan for load testing when demand exceeds

capacity? In the short 9 years of this rail stretch, the repairs required were

immediate – what was the cost? Closure equals lost revenue – how does that

revenue supplement the $700mm additional tunnel cost. Can we expect that cost

every 9 years? What is the long term impact?

Let's do the quick math on what an additional $700mm

tunnel would really cost in the long term

Property tax revenue loss is grossly underestimated, as is

SDCI permitting revenue, and homeowner property improvement. With an above rail

system, the city will suffer these 'hidden costs' of a short-sighted solution. If you take an average $2.50 fare for each passenger at the

Capitol Hill station in July of 2018 hitting the 80,000 monthly volume ridership,

the City realizes a gross $200,000 for the month, or $2.4MM for the year. Let's assume nature will repeat itself with our Earthquake

risk and we realize 42 years of service before an entirely new investment must

be made (and let's also consider the Viaduct emergency repairs of $14.5mm)

added to the above rail cost. Let's not account

for crack repairs after 9 years, or other 'patchwork' costs, as this is not

easily found public information. $700mm additional budget for a tunnelYears of elevated Viaduct service: 42 yearsAverage fare of $2.50 for 42 years of ridership at 80,000 passengers

per month = $100,800,000.00Inherent repairs for an above ground rail due to earthquake,

not maintenance = ?? $14.5mmEstimated Annual Property tax for two blocks of homes on 41st

Ave SW valued at +/- $600,000k to $1mm = average annual taxable amount $7k x 40

+/- homes x 1year = $1.4mm a year, $58,800,000.00

for 42 years Degradation of property devaluation for noise disturbance

and unsightly above rail for an additional 5 blocks of homes (same rough

criteria above) for 42 years = $58,800,000.00 x 3 blocks = $176,400,000.00mm//It is

the city's fiscal and socio economic responsibility to do the real math. A

quick hack on revenue implications (not including lost developer revenues) show

that a tunnel is the best option. The above only briefly illustrates that a

combined $249.7mm in a very small section of the above rail impact plan is not

in the community's or the city's best interest.

2018 Light Rail Revenues are 102% higher than

budgeted (2.6mm)

Per the city's passenger fare revenue for light rail,

revenues are up the budgeted revenue by 102% or $2.6mm. Where are these funds

going? Should they not be a consideration for overall city transportation

solutions? [https://www.soundtransit.org/sites/default/files/documents/financial-performance-report-q4-2018.pdf]

//How are these additional revenue funds being used? What is

the forecasted revenue for the West Seattle run? How is this being incorporated

in the additional tunnel option cost?

Wildlife Dislocation and Pollution Impact; The Eagles

will leave the Junction area and go where?

Often there are Eagles flying high and majestic in the

Junction area approximately 100 feet in the air. I personally have an

exceptional tree and see them frequently North of me (and South of the

Junction). [https://westseattleblog.com/2014/06/west-seattle-wildlife-eagles-on-a-crane-coyote-on-beach-drive/]//A comprehensive study on the environmental impact of noise,

pollution and above ground vibration disturbances must critically be at the top

of the city's priority list.

Exceptional Trees and "smaller exceptional trees"–

Has the City identified them in the path?

The city regulates protection of particular tree sizes, and

clusters of trees. Going against this rule, and the city would fine homeowners in

the thousands. A smaller tree measures only 6" diameter at the breadth. How

will the city mitigate this issue to preserve these trees, mine included on

41st Ave SW? Build over the height of the trees? [http://www.seattle.gov/dpd/codes/dr/DR2008-16x.pdf]

And ongoing issues relating to this issue here; https://www.knkx.org/post/seattle-s-draft-tree-protection-ordinance-maintains-protections-smaller-significant-trees.A 2015 case highlights an $11,000 fine for a 6" diameter tree [https://westseattleblog.com/2016/04/11000-pricetag-for-a-tree-in-another-west-seattle-cutting-case/].

And, what is the result of how those funds were used?As Seattle booms, the city is scrambling to save trees [https://crosscut.com/2018/08/seattle-booms-council-scrambles-save-city-trees].

The long term impact of an above rail system will inherently compromise this

initiative, the beauty of our city, and the ability for new exceptional trees

to flourish.//Has the city mapped the exceptional trees and clusters on

the proposed route? What is the city penalty for creating a potentially

environmental hazard to the long term health of the trees on the proposed

elevated path? Can we really expect future 'evergreen' exceptional and

magnificent trees to grow under an elevated light rail 100 years from now?

Can the left hand talk to the right? Working with

developers, SDOT, SCDI (permitting) Critical Housing Shortage

One example of permits approved that combined with others,

could create a coordinated tunnel effort; Developers already realize discounted

savings through the affordable act – would it not be wise to consolidate

efforts to minimize tunnel impact?a. A land use

permit has been issued for a new 7-story building with 49 apartment units, 25

small efficiency dwelling units (74 units total) and retail. Parking for 17

vehicles proposed. The existing building will be demolished (West Seattle

Cyclery, Lee's Asian and Kamei Japanese Restaurant).b. 5-6 level

multifamily residential structure with one lodging level, commercial retail

shops at grade, and one level of below grade parking with entrance at grade on

California Ave. Article: [https://www.westsideseattle.com/robinson-papers/2019/03/28/land-use-application-now-granted-new-7-story-building-junction]Seattle's

affordable housing Act and housing real estate crisis: An above ground light

rail goes against the act, and the logic of continuing to create more housing,

not destroy it. In Seattle's case, housing costs increased over the last

three years at a higher rate than in other cities of comparable size. But while

the cost of single-family homes over the summer fell faster in Seattle than

anywhere else, the city's housing costs remain some of the highest in the

nation.[https://www.seattletimes.com/entertainment/books/generation-priced-out-investigates-seattles-housing-crisis-and-how-to-solve-it/]//How does the city justify the loss of so many residential

homes, development revenue of mixed use buildings, and the affordable housing

act as complementing an above rail system?

Federal Transportation Funding to "minimize negative

impacts to communities"

There are Federal Transportation Grants available to

"minimize negative impacts" [https://www.transit.dot.gov/grants] on

transportation systems – Let's fight for

a grant, not the residents of West Seattle on an above ground rail.a. https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/transit-environmental-sustainability/transit-rolei. TA works

to ensure that our grantees' transit projects minimize the negative impacts on

their surroundings and in their communities through environmentally sound

practices. The FTA's environmental impact regulation (Environmental Impact and

Related Procedures (23 C.F.R 771)), issued jointly with the Federal Highway

Administration (FHWA), describes two types of mass transit projects that

normally have significant effects on the environment:1. New

construction or extension of fixed rail transit facilities (e.g. heavy rail,

light rail, commuter rail and automated guideway transit); and2. New

construction or extension of a separate roadway for buses or high-occupancy

vehicles not located within an existing highway. E.g. bus rapid transit)

Earthquake Vulnerability; The Viaduct only served the

city 42 full years

Long term vulnerability to Earthquakes: The Viaduct only

serviced the city in full for 42 years before being deemed vulnerable to total

failure (https://en.wikipedia.org/wiki/Alaskan_Way_Viaduct). This decision MUST effectively serve the community for many decades in order to amortize the large investment of either option. The viaduct was built in three phases from 1949 through 1959, with the first section opening on April 4, 1953. It was the smaller of the two major north–south traffic corridors through Seattle (the other being Interstate 5), carrying up to 91,000 vehicles per day in 2016.[1] The 1989 Loma Prieta earthquake destroyed the similarly designed Cypress Street Viaduct in Oakland, California, with the loss of 42 lives.[34] The 2001 Nisqually earthquake damaged the viaduct and its supporting Alaskan Way Seawall and required the Washington State Department of Transportation (WSDOT) to invest US$14.5 million in emergency repairs. Since the Nisqually earthquake occurred, semi-annual inspections have discovered continuing settlement damage.//If the city is short sighted in building an above ground rail system, the thousands of people and hundreds of thousands of hours spent only in the route planning stage now will all be a waste, as potentially will be an above light rail build. The city must conduct a comprehensive and detailed longevity comparison of initial costs, repair costs, out of service costs and rebuild costs 50 years from now (and more) and seriously consider the long term impact.

Conclusion; What will your legacy be?

Seattle and West Seattle has been fraught with transportation issues for many, many years. I have witnessed this battle for over34 years after having been a West Seattle resident for more than 30 of them. Please ask yourself what your legacy will be – the person or group that preserved beautiful areas and communities of the city while solving dense population transportation challenges, or the one that destroyed a neighborhood, contributed to air pollution, created an environmental compromise to the growth of the next ten generations of vegetation and trees that have earned us the proud ‘evergreen state’ badge? It is both a personal and fiscal question that I urge you to pursue. An above rail system is limiting, non-scalable and permanent until it fails. Then we start all over again. And additional investment in a tunnel system appears to be the logical choice, despite the price tag in the short term vision; let us focus on the long term vision as to why our city

exploded in commerce from the 80's forward and respect that together, we are building a viable, beautiful and desirable city and pockets of communities to live in and proudly, collectively, call our home.

While I personally am one homeowner located several blocks south of the proposed severely impacted end of the line Alaska Junction rail, I am passionate about why I chose to be here for so long and believe many other residents are as well – regardless of how many have contributed feedback. I urge all city members to seriously consider the greater of the long term good in how the light rail system is implemented.

Communication ID: 351305

Name: Kim Ahlberg

Comment:

I support a midtown Link station that does NOT interfere with the 5th & Madison condo underground parking and storage facilities.

A station entrance at the current Bartell site on 4th Avenue is my preference of the plans I've seen so far.

Thanks for building transit infrastructure,

Kim Ahlberg, resident 5th & Madison

Communication ID: 351307

Name: Kathy McNamara

Comment:

By changing the original plan "red" to an option shown in "yellow", the obvious next phase would be an elevated track south to Burien. How many homes would have to be removed in that phase? Are you really considering displacing that many families? This makes no sense.

What about all the people who will live on either side of the platform? They won't be compensated. Their property value would be completely destroyed. In case you think this is a frivolous concern, the investments homeowners make are done to ensure their overall well being. Retirees use the equity they have struggled to acquire to secure their retirement. Some are able to trade on their home values to provide costly medical care. What about those who transfer jobs or lose a job? The homes people work for and plan around are essential components of their economic life. I live in the possible path of the West Seattle link and this is devastating news for all the reasons I just listed.

For anyone in a position to make this decision, ask yourself if that is where you would want to live. If you are willing to destroy quiet residential neighborhoods with elevated rail five stories in the air then you should live there and suffer the consequences of that decision.

If elevated rail comes to West Seattle it should terminate in the Alaska Junction or head south through main arterials in commercial zones on surface level. My preference is for a tunnel to preserve the community that so many cherish. A tunnel provides the least intrusive, destructive option.

Communication ID: 351309

Name: John Hawkley

Comment:

The tunnel option still seems to be the best for our neighborhood. The idea of people loosing there homes to build an elevated rail system seems counter intuitive to the nature of the project. No one wants to see a 5 story elevated structure going down Delridge either. Other neighborhoods got tunnels, why can't that be an option for W.S.? Please reconsider.

Thank you, John

Communication ID: 351310

Name: Denis Nguyen

Comment:

Hello,

I'd like to provide my feedback on what I feel are the strongest scoping candidates for the West Seattle and Ballard extensions. In brief, my choices will lean towards proposals with the best opportunities for transfers and reliability of headway, while steering away from those that add unnecessary costs to avoid temporary construction impacts.

Our focus should be for building a system that will move Seattleites for the next decades or century. Generally speaking, the opportunity cost of not building the right system today will echo for far longer than whatever traffic impacts or land appropriation issues arise.

West Seattle

The West Seattle elevated option is the best option. An extra $700M for the tunnel is not the best use of scarce transit dollars, especially when this money can be put towards a fixed link towards Ballard that will prevent system delays across the entire line due to ship crossings. We should place Alaska Junction closer to the existing junction! 41st is too far away for effective transfers with existing bus lines. Ideally we should run this line down California, but 42nd or 44th is an ok compromise.

The representative project should be nixed as the alignment of the Alaska junction station automatically prevents future potential expansions further into West Seattle, or even White Center and Burien. An ST4 that goes further south will be a huge benefit to those underserved communities.

SODO/Intl District

Cut and cover on 5th Ave is the best and cheapest option. The best transit systems in the world are not isolated individual lines but those where transfers between lines are given high consideration. A 5th Ave station will obviously provide the best opportunity to transfer between Bellevue and West Seattle/Ballard. The construction impact will of course be the most substantial, however I reiterate, the temporary disruption will pay itself back in multiplicative dividends when the station opens up. We should also be mindful of the impacts to the Intl. District community during construction and allocate more mitigation funds to help the businesses through the disruption.

South Lake Union

Placing this station west of Aurora is a waste of money. The area east of Aurora on Mercer is extremely dense would be served well by a light rail station, despite its closeness to Denny. We should consider this area to be an extension of downtown by the time the line completes given the extensive redevelopment into office space, so the relative closeness should not be an issue.

Smith Cove/Interbay

I have not researched the options here but whatever choices promote the best potential for transit-oriented development would garner my support.

Ballard

Ballard MUST be a fixed link We must automatically discard any notion of a drawbridge. The knock on schedule effects to the remainder of the line are embarrassing, and will greatly negatively affect ridership especially if this line is to be extended in the future. We must think beyond the horizon and what we are to build for our next generation.

Unlike West Seattle, it looks like an elevated fixed option does not stand a good chance of being placed at 15th and NW Market. Again, this line will only succeed where it enables easy intermodal transfers with local buses. Given this constraint, I feel like Sound Transit's only option is to spend the money to build a tunnel for the Ballard portion.

I appreciate you taking the time to record my comments for the scoping exercise for ST3. Thank you.

Denis Nguyen

Communication ID: 351311

Name: Trissa Hodapp

Comment:

An elevated line is not an appropriate option for crossing the North Delridge neighborhood. Reasons include:

*noise pollution to residences.

*disturbance in a slide prone, salmon watershed.

*aesthetic does not blend in with the surrounding neighborhood.

I encourage re-considering going along the bridge and a tunnel to the junction, or crossing the Duwamish & tunneling under Pigeon Point.

I hope considering how the line can serve lower income residents south of Delridge is a priority as those bus lines are often full & people have to wait for another bus. Looking at which station best serves those lines is best.

Communication ID: 351313

Name: Dylan Cate

Comment:

Hey! Apologies if this is too late. I'm a resident of west Seattle (9000 24th Avenue SW) and a D1 voter. Wanted to write to express my opposition to spending $700m on a tunnel that would delay light rail to west Seattle. And if we have the money to spend, let's use it to extend service to white center and Burien! Thanks,

Dylan Cate

Communication ID: 351314

Name: Dennis Noland

Comment:

April 2, 2019

With the Northwest Seaport Alliance announcing today the construction of a new $340 million shipping container facility on the 185-acre marine cargo facilities at Terminal 5 in West Seattle, the Port of Seattle operations will need unfettered access to this facility throughout the expansion and construction of light-rail to West Seattle. The economy of the entire state depends upon unencumbered truck traffic to and from Terminal 5.

Communication ID: 351316

Name: George Schuchart

Comment:

Downtown construction on 5thAvenue has been going on for three-plus years and will continue for another two. The thought of another large project on 5thAvenue is exhausting. Please consider a Midtown station on the corner of 6thand Marion. Should there be an I-5 lid in that area they would be a tremendous compliment to each other.

Thank you for considering my comments.

Communication ID: 351327

Name: Wendy Miller

Comment:

for Downtown to Ballard Link

Specific Routing topics of study:

· Study the Level 3 “Brown Line” from the tunnel portal west of Elliot Avenue to a surface station at Galer Street, continuing the “Brown Line” on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 “Blue Line” from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.

Also study an underground station further west at 17th Ave NW and Market Street in Ballard

Wendy Miller

3247 Magnolia Blvd W

imail.umail@gmail.com

Communication ID: 351328

Name: Tom Bingman

Comment:

I live at 5th and Madison condominiums located at 909 5th Avenue and I’d like to thank the two representatives of Sound Transit who came to our building on March 28 and presented the current options for the Midtown Station location. We are very supportive of both alignments and the station entrance options presented - 5th avenue alignment with entrances at 4th and Madison and at 5th and Columbia, and the 6th avenue alignment with stations between Spring and Seneca on 5th and 6th avenues.

We would also like to express our concern and reservations regarding any future consideration of a station entrance between Madison and Marion on 5th avenue. If an entrance were placed on the eastern side of my block, the shafts would go through our residential parking (7 floors) and storage space, require re-routing of critical residential utilities, fire and trash systems and puncture our building foundation. Meanwhile the head houses would consume much of the limited green and open space in our neighborhood.

Thank you, we are very much looking forward to the arrival of Link in our neighborhood in a few years!

Tom Bingman

Communication ID: 351330

Name: Suresh Chanmugam

Comment:

Please don’t build a tunnel for the West Seattle Light Raul lone. It will add costs and delay the completion of the line without actually improving transit.

~suresh

Suresh Chanmugam

Seattle, WA

Communication ID: 351332

Name: Jan von Lehe

Comment:

Please think again about how we can locate the Ballard station in the heart of walkable livable Ballard - - on 20th! not on 14th or 15th.

thank you!!!

Jan von Lehe

Sunset Hill area of Ballard

Communication ID: 351335

Name: Barbara Mockett, Paul Mockett

Comment:

Greetings:

I suggest that West Seattle does not need 2 stations (Avalon and Junction) that are just 0.5 miles and a 5-10 minute walk away from each other. No other residential area stations are that close together.

The money spent on construction and operation of a second 'top of the hill' station would be better applied towards a tunnel that terminates at a station near Alaska and Fauntleroy and is pointing south for potential future route expansion towards White Center. Consolidating these two stations provides many benefits while not reducing usage or access:

- Locating at Fauntleroy and Alaska would put the single station in the center of gravity of West Seattle's high rise apartment construction.
- For West Seattle's low rise neighborhoods, last mile solutions (circulator buses, RideShare, bikes, walk times, ...) would barely change or even improve with consolidation.
- The light-rail real estate footprint would be less impacting with just one station.
- And one less station would forever shorten the trip times for rides if/when the route is extended to the south.

Hope this option is given consideration. It was presented in a Level 1 community meeting but did not resonate. Perhaps current budget concerns associated with tunneling will help it ring some new bells.

-Paul

Communication ID: 351336

Name: Kai Man

Comment:

Hi. I live in auburn and I frequently use sound Transit. I just wanted give my opinion on west Seattle extension. The above ground option fully serves the purpose of station with better future connections with cost savings. If you guys can find the 700 million for please the wealthy residents on project that alternative would saved so much money and would've built faster, we should also invest in speeding up the link construction and adding more sounder. My point is please reconsider spending on tunneling the don't benefit majority of riders and think about spending money somewhere else

Communication ID: 351338

Name: Nate Johnold

Comment:

Good Afternoon,

I have already submitted a comment in favor of tunneling to Alaska Junction, and I still feel it it is the only viable option to bring light rail to the Junction. A tunnel would present minimal disruption to the neighborhood in terms of displacing homeowners, creating a permanent visual disruption, increasing traffic during construction, and interrupting one of the city's few urban villages. The increased cost of a tunnel should not be the only consideration in determining it's viability, and I urge the ST Board to explore alternative funding options and the long-term economic impact of a tunnel versus an elevated line in West Seattle.

Another tunnel option that I think should be considered is aligning the light rail along 35th Ave SW. A tunnel beginning near WS Golf Course and a gentle curve to a north/south alignment along 35th would create the opportunity for a cut/cover station at 35th and Alaska (near Totem Pole Park), and would make future expansion of the line to White Center and Burien much easier than any alternative near the Junction. The walk from that intersection to the Junction is only 0.5 mile with minimal elevation gain. It is also within feet of a busy bus stop at Avalon and 35th--making it ideal for transfers. With the abundance of last-mile transit options in the area as well as the free shuttle in West Seattle, this location would be ideal for both commuters and Junction visitors. Also, the land between the entrance to the stadium/golf course and Camp Long is (as far as I know) unused and could be excavated with minimal impact on local homeowners or traffic.

I have attached an image of the alignment that I am proposing.

Thank you for your time.

-Nate

Communication ID: 351340

Name: Charlotte Wintermann

Comment:

Hello, please find a number of issues and citations documenting concerns for an elevated rail vs. a tunnel for the west seattle light rail that must be considered in the city's proposed future plans.

Feel free to contact me if you have any questions.

Sincerely,

Charlotte Wintermann

c0124.w@gmail.com

206-383-8797

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Non-Taxed, Revenue Generating City Property adjacent to proposed line When the city owned properties are exempt from hugely valued property and tax free while generating revenue, where is the logic in destroying a very special and unique neighborhood? How did the city determine an above ground rail was any type of "solution" in a phase 3 scope?

For example: The city owns a combined 7.4Million square feet (7,477,488 to be exact) of land adjacent to the proposed route valued at $118Million dollars ($118,175,300 to be exact) that is all PROPERTY TAX EXEMPT. These are all revenue generating properties. Isn't it logical to temporarily disrupt some of these areas vs. permanent disruption to residential areas? (The WS Golf course in particular).

//The city will perpetually lose REAL revenues if an above ground rail is built in West Seattle. In the cost and feasibility study and analysis, you MUST include buyout costs of homes with views, property tax loses (forever) based on the devaluation of any home that can hear or see an elevated rail, let alone be near it, and be LONG TERM fiscally and socially responsible. The long term value of permanent disruption will far exceed the additional cost of a tunnel over the long term.

Camp Long (West Seattle Golf Course and Camp Long) 5,754,275 square feet, $86,315,100.00)

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=2424039007

West Seattle Golf Course and Stadium (1,115,551 square feet, appraised value $16,733,200.00

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039013

Delridge Community Center (607,662 square feet)

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039030

Youngstown Playfield (607662 square feet, appraised total $15,129,000)

https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1324039030

Noise Pollution Central Link trains operate for twenty hours a day on weekdays and Saturdays, from 5:00 am to 1:00 am, and eighteen hours on Sundays, from 6:00 am to 12:00 am. I have lived in my home 2 blocks south of the junction for 28 years. Only 8 or so years ago I started hearing the constant rumble noise of I-5 traffic in my front yard, and still do so today. I live 3.5 miles away from it.

//What is the city's plan to mitigate affecting the more than 5 mile radius of residential home noise pollution when in fact it would be greater and more damaging at a much greater scale in an elevated rail track? As with ground effects, the atmospheric effects need to be considered for both noise predictions and measurements.

"A lot of municipalities just don't even think about noise," says Eric Zwerling, director of the Rutgers Noise Technical Assistance Center at the State University of New Jersey and president of the Noise Consultancy, LLC, "but the bottom line is that it's much, much cheaper to design for quiet than to remediate afterwards. Spending additional time upfront helps residents avoid disrupted lives and costly retrofits, and could help municipalities and State DOTs avoid the problem and expense of addressing incompatible adjacent land uses."

[https://www.fhwa.dot.gov/publications/publicroads/03jul/06.cfm]

Noise above 55 dB(A), where dB(A) is a measure that attempts to correct the way the human ear perceives loudness, is considered noise pollution for humans, and the sound values in the range 65–75 dB(A) cause stress to the body, leading to arterial hypertension (high blood pressure), cardiovascular disease, and heart attacks (Berglund et al. 1999).

[Source: https://link.springer.com/chapter/10.1007/978-3-319-57496-7_6]

At fifty feet away from a person, a city bus would measure 84 dBA and a heavy truck 90 dBA. A light rail vehicle at the same distance would measure 66 dBA and an Electric Multiple Unit 85 dBA. Comparatively, conversational speech is about 60 dBA.

[Source: http://www.rtd-fastracks.com/media/uploads/nm/0906F5_Noise_and_Vibration.pdf]

The hill between Fauntleroy and California South of the Junction is clay and has a high erosion potential and at best, unforeseen cost overruns My 94 year old neighbor who was born, lived and died in her house 25 years ago (1994) was here to tell the tale of the hill between Fauntleroy and California as dug up clay from both of those streets to create the hill proposed for the light rail route. A recent residential remodel along the proposed elevated route was city required to dig 16' deep pin piling support along the 20 foot long home for erosion protection of the neighboring property line.

\ How will the city validate soil erosion, pin pile depths and relating earthquake safety issues? In one recent remodel on this hill, a residential homeowner was REQUIRED BY THE CITY to drive pin piles 16 feet under the property grade for a home that is under the city's 30 foot height requirement. What are the requirements for hundreds of feet in the air light rail? 25 foot residential home @ 16 foot deep pin piles x 150 foot elevated rail = 96 foot deep pin piling? More? How does this compare to boring a tunnel when it is possible the erosion control plan will set the framework for a tunnel?

Futurization, Neighborhood Appeal, Community Events Elevated proposed "future" route at the Junction on 41st ave SW to where? Burien? What is the city's logic in a potential connection route to Burien through thousands of residential homes on 41st Ave? At the very least, the city should plan ahead to incorporate the already industrial eco-system of marginal way, as well as the short and long term cost and revenue advantages of this area.

//In the affordable housing act, developers get financial breaks on new development – is this cause of concern for the "preferred route" and city revenues from builders, permits, etc.? The city must also consider the social and economic impact on the Junction small businesses and its residents. Will people really enjoy community events such as the Farmers Market, Annual Festivals and so on with light rail noise and concrete hovering over them?

Pedestrian Safety, Passenger Volume, Future scalability for an above ground rail – Build another One? There are serious pedestrian safety and passenger volume control issues with the proposed elevated rail plans. According to the rail service delivery performance report, demand exceeded the anticipated ridership. [https://www.soundtransit.org/sites/default/files/2017-q4-service-delivery-performance-report.pdf]

According to the Times, the Capitol Hill Station had "full platforms, full trains, and people waiting for the next" (and during spring break no less) and the resulting solution was simple; add longer trains. [https://www.seattletimes.com/seattle-news/transportation/sound-transit-to-add-bigger-trains-to-meet-ridershipdemands/]

An average three car train weighs about 450,000 lbs. not including passengers. [https://www.seattletimes.com/seattlenews/transportation/cracks-in-light-rail-tracks-slow-trains-in-south-seattle-expect-closures-for-repairs-over-weekend/]

How can the city scale unanticipated demand compared to build load of the above ground system? Will we have a repeat of the above at 10mph (between a walk and a jog) to address cracks and closures. Please consider the long term effects of an above rail system and its passenger scalability.

What are the effects of weather conditions on an above rail system? [https://en.wikipedia.org/wiki/Rail_stressing] Airplanes at ground level often need de-icing before they are safe to take airborne. With a proposed above rail system, what are the costs to insure passenger and rail safety?

//What is the City's plan to handle over-demand with an above light rail system? Build another one? The Capitol Hill solution was perfect, did not cost ultimately more than the revenue generated from adding longer cars. Nowhere in

an elevated rail system is there a viable and straightforward approach to considering this factor. With respect to elevated rail and weather conditions at grade elevation, how will the maintenance in certain weather conditions affect the usability, safety and ongoing service? The City MUST consider the hidden long term costs of a lower priced solution.

Wind Velocity at 150 feet equals a category 1 hurricane: Safety is a critical concern The Wind Velocity and consequent safety of riders are a critical consideration to be made. If the average wind speed is measured at approximately 30 feet on average, and Seattle winds can average up to 16 mph during certain seasons, winds could reach up to 80mph 150 feet in the air. That is 69.5 knots per hour and a category 1 hurricane. Only two random examples here.

Denver light rail and highway shut down at threat of Wind damage to Ikea signs at 20-40mph [https://www.thedenverchannel.com/traffic/traffic-news/strong-winds-damage-ikea-sign-i-25-rtd-service-in-centennialshut-down]

New Jersey various light rail issues and repairs even at street level causes safety issues [http://njtransitresilienceprogram.com/ongoing-resiliency-initiatives/other-repair-and-resiliency-projects/]

As of today, the submission deadline for comments on a lovely mild spring day, the 520 bridge weather indicates wind speeds at 11mph and gusts at 16 mph. The bridge (similar to a raised rail with no wind deterring protection on either side of proposed elevations) is only 20 feet deck height above the water at midspan and often wind warnings are issued to insure traveler safety. If you have not had the opportunity to drive across the bridge during wind gusts, please do; it's an unsettling experience. [https://www.wsdot.wa.gov/Projects/SR520Bridge/About/BridgeFacts.htm]

Elevated Seattle light rail cracks within a 1200 foot stretch after only 9 years; 5 mile shutdown; passenger alert took the city 2 weeks to investigate It is astounding to consider it has only been 9 years that an elevated light rail shows cracks along a 1200 foot span and a 5 mile shutdown. Does the city really expect this will not be a repeat issue with unforeseen repair costs compared to the stability of a tunnel?

[https://www.seattletimes.com/seattle-news/transportation/cracks-in-light-rail-tracks-slow-trains-in-south-seattleexpect-closures-for-repairs-over-weekend/]

//How will the city plan for load testing when demand exceeds capacity? In the short 9 years of this rail stretch, the repairs required were immediate – what was the cost? Closure equals lost revenue – how does that revenue supplement the $700mm additional tunnel cost. Can we expect that cost every 9 years? What is the long term impact?

Let's do the quick math on what an additional $700mm tunnel would really cost in the long term Property tax revenue loss is grossly underestimated, as is SDCI permitting revenue, and homeowner property improvement. With an above rail system, the city will suffer these 'hidden costs' of a short-sighted solution.

If you take an average $2.50 fare for each passenger at the Capitol Hill station in July of 2018 hitting the 80,000 monthly volume ridership, the City realizes a gross $200,000 for the month, or $2.4MM for the year.

Let's assume nature will repeat itself with our Earthquake risk and we realize 42 years of service before an entirely new investment must be made (and let's also consider the Viaduct emergency repairs of $14.5mm) added to the above rail cost.

Let's not account for crack repairs after 9 years, or other 'patchwork' costs, as this is not easily found public information.

$700mm additional budget for a tunnel

Years of elevated Viaduct service: 42 years

Average fare of $2.50 for 42 years of ridership at 80,000 passengers per month = $100,800,000.00

Inherent repairs for an above ground rail due to earthquake, not maintenance = ?? $14.5mm

Estimated Annual Property tax for two blocks of homes on 41st Ave SW valued at +/- $600,000k to $1mm = average annual taxable amount $7k x 40 +/- homes x 1year = $1.4mm a year, $58,800,000.00 for 42 years

Degradation of property devaluation for noise disturbance and unsightly above rail for an additional 5 blocks of homes (same rough criteria above) for 42 years = $58,800,000.00 x 3 blocks = $176,400,000.00mm

//It is the city's fiscal and socio economic responsibility to do the real math. A quick hack on revenue implications (not including lost developer revenues) show that a tunnel is the best option. The above only briefly illustrates that a combined $249.7mm in a very small section of the above rail impact plan is not in the community's or the city's best interest.

2018 Light Rail Revenues are 102% higher than budgeted (2.6mm) Per the city's passenger fare revenue for light rail, revenues are up the budgeted revenue by 102% or $2.6mm. Where are these funds going? Should they not be a

consideration for overall city transportation solutions? [https://www.soundtransit.org/sites/default/files/documents/financial-performance-report-q4-2018.pdf]

//How are these additional revenue funds being used? What is the forecasted revenue for the West Seattle run? How is this being incorporated in the additional tunnel option cost?

Wildlife Dislocation and Pollution Impact; The Eagles will leave the Junction area and go where? Often there are Eagles flying high and majestic in the Junction area approximately 100 feet in the air. I personally have an exceptional tree and see them frequently North of me (and South of the Junction). [https://westseattleblog.com/2014/06/west-seattle-wildlife-eagles-on-a-crane-coyote-on-beach-drive/]

//A comprehensive study on the environmental impact of noise, pollution and above ground vibration disturbances must critically be at the top of the city's priority list.

Exceptional Trees and "smaller exceptional trees"– Has the City identified them in the path? The city regulates protection of particular tree sizes, and clusters of trees. Going against this rule, and the city would fine homeowners in the thousands. A smaller tree measures only 6" diameter at the breadth. How will the city mitigate this issue to preserve these trees, mine included on 41st Ave SW? Build over the height of the trees? [http://www.seattle.gov/dpd/codes/dr/DR2008-16x.pdf] And ongoing issues relating to this issue here; https://www.knkx.org/post/seattle-s-draft-tree-protection-ordinance-maintains-protections-smaller-significant-trees.

A 2015 case highlights an $11,000 fine for a 6" diameter tree [https://westseattleblog.com/2016/04/11000-pricetagfor-a-tree-in-another-west-seattle-cutting-case/]. And, what is the result of how those funds were used?

As Seattle booms, the city is scrambling to save trees [https://crosscut.com/2018/08/seattle-booms-council-scramblessave-city-trees]. The long term impact of an above rail system will inherently compromise this initiative, the beauty of our city, and the ability for new exceptional trees to flourish.

//Has the city mapped the exceptional trees and clusters on the proposed route? What is the city penalty for creating a potentially environmental hazard to the long term health of the trees on the proposed elevated path? Can we really expect future 'evergreen' exceptional and magnificent trees to grow under an elevated light rail 100 years from now?

Can the left hand talk to the right? Working with developers, SDOT, SCDI (permitting) Critical Housing Shortage One example of permits approved that combined with others, could create a coordinated tunnel effort; Developers already realize discounted savings through the affordable act – would it not be wise to consolidate efforts to minimize tunnel impact?

a. A land use permit has been issued for a new 7-story building with 49 apartment units, 25 small efficiency dwelling units (74 units total) and retail. Parking for 17 vehicles proposed. The existing building will be demolished (West Seattle Cyclery, Lee's Asian and Kamei Japanese Restaurant).

b. 5-6 level multifamily residential structure with one lodging level, commercial retail shops at grade, and one level of below grade parking with entrance at grade on California Ave.

Article: [https://www.westsideseattle.com/robinson-papers/2019/03/28/land-use-application-now-granted-new-7story-building-junction]

Seattle's affordable housing Act and housing real estate crisis: An above ground light rail goes against the act, and the logic of continuing to create more housing, not destroy it.

In Seattle's case, housing costs increased over the last three years at a higher rate than in other cities of comparable size. But while the cost of single-family homes over the summer fell faster in Seattle than anywhere else, the city's housing costs remain some of the highest in the nation.

[https://www.seattletimes.com/entertainment/books/generation-priced-out-investigates-seattles-housing-crisis-andhow-to-solve-it/]

//How does the city justify the loss of so many residential homes, development revenue of mixed use buildings, and the affordable housing act as complementing an above rail system?

Federal Transportation Funding to “minimize negative impacts to communities” There are Federal Transportation Grants available to “minimize negative impacts” [https://www.transit.dot.gov/grants] on transportation systems – Let’s fight for a grant, not the residents of West Seattle on an above ground rail.

a. https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/transit-environmentalsustainability/transit-role

i. TA works to ensure that our grantees' transit projects minimize the negative impacts on their surroundings and in their communities through environmentally sound practices. The FTA's environmental impact regulation (Environmental Impact and Related Procedures (23 C.F.R 771)), issued jointly with the Federal Highway Administration (FHWA), describes two types of mass transit projects that normally have significant effects on the environment:

New construction or extension of fixed rail transit facilities (e.g. heavy rail, light rail, commuter rail and automated guideway transit); and

New construction or extension of a separate roadway for buses or high-occupancy vehicles not located within an existing highway. E.g. bus rapid transit)

Earthquake Vulnerability; The Viaduct only served the city 42 full years Long term vulnerability to Earthquakes: The Viaduct only serviced the city in full for 42 years before being deemed vulnerable to total failure (https://en.wikipedia.org/wiki/Alaskan_Way_Viaduct). This decision MUST effectively serve the community for many decades in order to amortize the large investment of either option.

The viaduct was built in three phases from 1949 through 1959, with the first section opening on April 4, 1953. It was the smaller of the two major north–south traffic corridors through Seattle (the other being Interstate 5), carrying up to 91,000 vehicles per day in 2016.[1]

The 1989 Loma Prieta earthquake destroyed the similarly designed Cypress Street Viaduct in Oakland, California, with the loss of 42 lives.[34] The 2001 Nisqually earthquake damaged the viaduct and its supporting Alaskan Way Seawall and required the Washington State Department of Transportation (WSDOT) to invest US$14.5 million in emergency repairs. Since the Nisqually earthquake occurred, semi-annual inspections have discovered continuing settlement damage.

//If the city is short sighted in building an above ground rail system, the thousands of people and hundreds of thousands of hours spent only in the route planning stage now will all be a waste, as potentially will be an above light rail build. The city must conduct a comprehensive and detailed longevity comparison of initial costs, repair costs, out of service costs and rebuild costs 50 years from now (and more) and seriously consider the long term impact.

Conclusion; What will your legacy be? Seattle and West Seattle has been fraught with transportation issues for many, many years. I have witnessed this battle for over34 years after having been a West Seattle resident for more than 30 of them. Please ask yourself what your legacy will be – the person or group that preserved beautiful areas and communities of the city while solving dense population transportation challenges, or the one that destroyed a neighborhood, contributed to air pollution, created an environmental compromise to the growth of the next ten generations of vegetation and trees that have earned us the proud ‘evergreen state’ badge? It is both a personal and fiscal question that I urge you to pursue.

An above rail system is limiting, non-scalable and permanent until it fails. Then we start all over again. And additional investment in a tunnel system appears to be the logical choice, despite the price tag in the short term vision; let us

focus on the long term vision as to why our city exploded in commerce from the 80's forward and respect that together, we

are building a viable, beautiful and desirable city and pockets of communities to live in and proudly, collectively, call our home.

While I personally am one homeowner located several blocks south of the proposed severely impacted end of the line Alaska Junction rail, I am passionate about why I chose to be here for so long and believe many other residents are as well – regardless of how many have contributed feedback. I urge all city members to seriously consider the greater of the long term good in how the light rail system is implemented.

Sincerely,

Charlotte W, 34+ year West Seattle Resident

C0124.w@gmail.com

206-383-8797

Communication ID: 351348

Name: Nell Gross

Comment:

Hello,

I support the tunnel option for the West Seattle light rail extension. Please choose the pathway that requires the least amount of displacement. The tunnel will be a much better choice for the long run and will allow better options for future extensions south.

Thank you!

Nell Gross

Seattle 98126

Communication ID: 351353

Name: Deb Barker

Comment:

Hello - I can't tell if my comments were accepted on line, so I'm following up with this email.

Deb Barker

ST3 West Seattle to Ballard Link Light Rail Expansion

**Scoping Comments **

April 2, 2019

The EIS for ST3 West Seattle to Ballard alignment should study the following components:

(A) Route and Station Alternatives

Elevated

Representative Alignment- The West Seattle representative alignment should be modified to achieve the least impacts on the West Seattle urban form as follows:

-New bridge south of the West Seattle Bridge,

-Elevated line running south within the Delridge ROW,

-Curve line to the west beginning south of Genesee,

-Add station area in the vicinity of the Delridge Community Center. (Benefits: location contains a pedestrian overpass over Delridge Way SW, and closer to denser communities, include TOD to mitigate impacts to the Community Center property

-Run elevated along the northern edge of Golf Course along Genesee

-Run elevated within the Avalon ROW, with optional station area at the intersection of 35th/Avalon/Fauntleroy

-Run Elevated along Fauntleroy Way SW

-Center the Junction station area over Fauntleroy at Alaska, with tail track extending south on Fauntleroy.

Orange/Yellow Line– This line proposes impacts that outweigh its usefulness, and should NOT be carried forward or evaluated in the EIS.

Underground

Purple Line– This line should be evaluated as it eliminates adverse impacts to four existing residential communities: Pigeon Point, Youngstown, Genesee east of 35thand Genesee to 41st west of 35th. Detail the costs of any potential takings as noted in B-1 below.

Blue Line– Only the 42ndAvenue SW station area alignment should be evaluated. Increase pedestrian access and multi- connectivity by locating the station area under the Alaska/42ndintersection.

(B) Topics to study in the EIS

1.West Seattle – Residential Impacts: Several legs of the proposed elevated portions of the West Seattle routing run through existing intact, cohesive, residential neighborhoods, filled with both single family and multi-family uses. The EIS must clearly identify and quantify proposed impacts to these areas in detail, and specify what specific types of mitigation are available to restore the impacted communities, and to replace the impacted communities, including but not limited to construction time-lines, value impacts, and loss of capital.

2.**West Seattle - Pigeon Point: **Quantify the visual impacts of a train system, and identify the structural impacts of retaining wall construction. Identify mitigation as available.

3.**WS to Ballard - URM's: **The EIS should identify all unreinforced masonry buildings (URM's) within or adjacent to the above and below ground light rail routes and station area alignments as well as adjacent to any haul routes, quantify the potential impacts to the URM's, and identify potential mitigation measures. Identify costs of such mitigation measures, such as different types of bracing before construction, etc.

4.**WS to Ballard – Landmarks:**The EIS must identify all City, State and National Landmarks within or adjacent to the above and below ground light rail routes and station area alignments as well as adjacent to any haul routes, including but not limited to West Seattle, Ballard, Uptown (Queen Anne), Westlake, Chinatown/International District, Pioneer

Square, and SODO. Also, the EIS should identify all buildings that are over 25 years in age along these same corridors/routes.

5.**WS to Ballard - Station to Station Transitions: **Quantify the pedestrian access experience between the existing and proposed station areas of SODO Station, Chinatown/International District Station and Westlake Station, including walk times for both abled and disabled persons in peak and non-peak times, bike transport and storage impacts, and emergency routing (in case of elevator or escalator break downs). Identify mitigation measures to ensure seamless transitions. Include comparisons of ramps versus stairs and elevators and escalators.

Thank You -

Deborah Barker

djb124@earthlink.net

Deb Barker

206-940-2255 (m)

djb124@earthlink.net

Communication ID: 351356

Name: Tom Bucy

Comment:

I am a lifelong resident of West Seattle, and have lived on the west side of the West Seattle Junction for the last 30+ years, on 45th Ave S.W. just off S.W. Alaska. My alley is the edge of the Urban Village which was established three decades ago.

With the previous plans (elevated railway near Jefferson Square), and line to Morgan Street/ WS Ferry dock abandoned many years ago, and the increased density already in place near the WS Junction, it is obvious the residents are uniformly against further disruption. It has become so much more densely populated, that it is already oftentimes nearly impossible to get in and out of West Seattle.

The tunnel option, though much more costly, is the only logical choice for the long term.

Additionally, the best location for a station in West Seattle is near S W Alaska, BETWEEN Fauntleroy Way SW and California Ave S.W. This location best serves these main arterials, and is in close proximity to the business district. An underground location at the site of the current Bank of America Branch, between 40th and 41st Ave, and the property across the street on the north side of Alaska (currently an auto service shop and a vacant storefront) with connections under S.W. Alaska could service a coordinated surface traffic pattern which would not disrupt the current flow.

I sincerely hope short term savings is not the primary consideration for the project. Future generations will suffer from the impact of that decision.

Tom Bucy

Communication ID: 351379

Name: Sheryl Douglas

Comment:

I believe a tunnel is the best option for delivering light rail to West Seattle and Alaska Junction.

I believe the current "Yellow/Gold" Elevated Alternative will create a permanent scar across a thriving East Junction community; one that is a vibrant, evolving tapestry of single and multi-family residential housing.

I believe any above ground option entering The Junction will set a terrible precedent for future light rail expansion. If elevated, any progress south to neighborhoods like High Point, White Center, and Burien will involve the decimation of hundreds if not thousands of West Seattle residences.

I believe light rail is a generational decision. Any option will be in place for the next 100 years. We should not be tempted by quick and easy alternatives, but instead support and build something we can all be proud to pass on to future generations of Seattle.

Do the right thing you have been preaching, and listen to the long time property owners and tax payers.

Thank you.**

Sheryl Douglas

Sent from my iPhone

Communication ID: 351384

Name: Richard

Comment:

Tunnel option is best to maintain quality of life in the area

Communication ID: 351389

Name: Reanna Justice

Comment:

To:

West Seattle and Ballard Link Extensionsc/o Lauren Swiftand team,

I am writing to request that the Purple Route/Pigeon Ridge Tunnel be included in the Environmental Impact Study.My name is Reanna JusticeI am 36 years old,I livewithmy wife, our two year old daughter andourLhasa Apso dogat2507 SW Dakota Street in the Youngstown Neighborhood/North Delridge. I am going to share my story with you all because it is important, because it deserves to be heard and our experiences considered.

My wife began saving in her adolescence s for a downpayment on a home. We are first time home buyers, purchasing our home just a few months after we were legally married in 2013 (soon after gay marriage was legalized in Washington State.) Being a home owner is stabilizing physically and spiritually and symbolic on many levels.

Both my wife and I grew up in violent homes destroyed by the insidious disease of alcoholism and mental illness. We got out. The home we live in today is the first safe and stable home we have lived in with family--we created this type of home for ourselves, for our daughter, for our family. We have broken the cycle of addiction and violence and in this safe haven, our home we live out this miracle. Our home in North Delridge is_our_center of the city--we are deeply rooted and committed tothis place, this location, to these neighbors andthiscommunity.

We have developed loving and trusting relationships with many of our neighbors. They have keys to our home, we watch each others children, dogs, bring food to each other, celebrate holidays together, and 12 individuals specifically we have woven into our family network (all located within 4 doors from ours.) My wife and I don't have much or any connection with biological families, and lucky for us our neighbors have become our extended family. One neighbor has been a sort of paternalfigure and positive role model--tteaching us how to build a fence,dosmall home repairs,offeringthis type of wisdom and advice, lending toolsand more. We have an elderly gay male couple who are like grandparents--we celebrate holidays with them, they provide love and support, we check on each other. Our next door neighbors babysit our toddler--we trust them to feed her, dress her, change her, put her to bed. This type of trust and loving connection is a gift, their proximity to us is a gift. The are teaching her how to plant a garden right now in their yard as we don't have much green space on our property. They bring her sweet gifts for holidays--she is growing up with loving and positive adult role models with people who live right next door.

My very best friend and artistic collaborator of 10+ years just so happened to close on their home located 1 door down from ours(!) She now has a baby as well and we share afternoons walking to the Delridge park just one block away from us. last summer we took them to the wading pool there and to watch the skateboarders. We spend time in each others homes watching our daughters take toys from each other while we talk about sleeping. This friend also grew up with unstable housing and this too is her first safe and stable home as a married adult. The neighbors right next door to the east of us have 2 twin infants that were added to our neighborhood baby squad.

This city and this neighborhood are full of these types of stories and relationships. People come to this fabulous city to build better lives for themselves. We have done this. I beg you to reconsider taking our homes/destroying the integrity of this pocket neighborhood, and find a solution that will have the least impact on the people living in there cherished homes--Purple Route/Pigeon Ridge Tunnel, or something similar that does not wipe out homes.

As you may know, This small little section of the city is so unique, logistically. Our home is one block from the Longfellow Creek Trail(withthesculpture bridge), theDragonfly Park (with a walking bridge over tothe park and toour gym-that offerschildcare!)We're one block from the Southwest Community Center wherel've beenemployed by Parks and Rec to teach dance classes, and I have taken mydaughter to free toddler gymthere. We'rewalking distance to 2 cafes with high speed internet,we'reone block from the busstop--with the very next stop on the route beingdowntown(it doesn't get any better that for a bus commute!) We bought our home in large part because of the school district--we are walking distance to the very desirable Pathfinder School which we imagined our future child would attend, as well as the well rated Lafayette Elementary School. If we were displaced we'd have to move south as there is no where else in our pocket neighborhood to go, and we cannot afford to go west up the hill toward the Junction (as I am sure almost none of our neighbors could afford a home west up Genesse Hill.) South Delridge/White Center schools have much much lower school ratings and the retail core in White Center is very undesirable to us (re: healthy food options, safety, retail shopping options, etc). From our home now we can actually walk up to the farmers market in the junction and walk our fresh produce home. There are literally hundreds of reasons why there is no where we can be relocated to that would work for our lifestyle, let alone re-create our tightly woven network of neighbors. Another item that is not to be overlooked is interest rates. We bought our home in 2013, if we bought a home now, look at them numbers and consider these type on compensations that must be made as well.

Again, please consider the Purple Route/Pigeon Ridge Tunnel, or something very similar that does not wipe out our homes.

Respectfully,

Reanna Justice

On Feb 17, 2019, at 2:49 PM, Dennis Noland <DennisNoland@comcast.net> wrote:

Friday evening, we had a small, but representative gathering of residents from the neighborhood who met at the DNDA building. A few suggestions were made. One is to open up and make public the email stream. That way everyone can know who's listening and responding. When you look through the email addresses and discover a neighbor who should be there and is not, I can add them. In the same vain, if someone wants to be removed from the list, let me know.

Another suggestion: For me to share letters I've written to ST leadership; that way the info in the letters can be used by each of you to quicken/simplify the process of crafting letters that are critical to shaping the decisions that will made after the close of the 30-day EIS Scoping period. The EIS Scoping began this past Friday. (Sample letters are attached.)

Another suggestion: Continue to send letters directly to ST leadership. _This is a great suggestion._Because, after the EIS Scoping period, the Sound Transit Board will make the final routings decisions. Mailing and email addresses for the leadership groups are in two Excel documents attached to this email. Thank you, Bri'Anna Smith, for putting these together for us.

Thanks too, Bri'Anna, for this Friday meeting summary:

-Community letters resubmitted to scoping email

-Community written and signed letter showing solidarity in the neighborhood

-Invites to neighborhood walks with Walter Reese (Nucor Steel),Port Commissioner and ELG member Stephanie Bowman, KC Executive Constantine, and Seattle Times reporter, Mike Lindblom.

-Email neighborhood group using "To:" instead of "Bcc." This in order to be able to communicate better with those around us and to identify those who have not yet been contacted or involved

-Compile list of mailing addresses, phone numbers, email addresses for easy communications with Sound Transit Board and ELG members.

-Interest and need to reach out in solidarity with neighborhood near 41st/Oregon experiencing same issues

-Importance of upkeep to maintain property values in neighborhood

-Walking tour of neighborhood with Walter Reese (Nucor Steel), Monday, February 18th, at 3 p.m. Meeting in front of 4131 25thAve SW.

-Please come and meet and share your story withMike Lindblom,transportation reporter,from the Seattle Times this Wednesday at 9 a.m. Meeting in front of 4131 25thAve SW. Mike will be writing a story about our neighborhood. This will be an opportunity to rally support and build broader awareness of Sound Transit light-rail routing and station placement impacting our neighborhood.

Reminder: 30-Day Environmental Impact Statement (EIS) Scoping has begun. Time is critical if we are to save our neighborhood. Let's work together. Scoping started: Friday, February 15th. Scoping ends: Monday, March 18th.

Your home. Your story. Sound Transit's rush to finalize routing.

Put your story into words and submit themvia emailto:[wsbscopingcomments@soundtransit.org]

Click or tap if you trust this link."). Written comments can also bemailed toSound Transit, Lauren Swift, Central Corridor Environmental Manager, 401 S. Jackson Street, Seattle, WA 98104. Comments can also becalled inat (833) 972-2666. Comment online:[wsblink.participate.online]

Click or tap if you trust this link."). Attend an upcoming open house: details below.

On emails, I think it's fine to Cc the ST Leadership (see two attached Excel docs). Again, we need to continue building empathy and support for our community from the ST leadership.

Within the next 30 days, it's critical that EIS Scoping leadership and reviewers understand the importance of our neighborhood. This needs to happen before/by March 18th;this is a firm deadline; no input will be accepted after that date. We have a small window of time in which to change the decision pathway Sound Transit is on. If you have previously submitted your story, it will not be included in this new phase of planning.Please resend it; mail or email addresses above.

I cannot over emphasize the importance of humanizing our neighborhood through sharing your personal stories with the EIS Scoping personnel. In your letter, it's important to**request further studies of routing options that skirt our neighborhood. **There is wording regarding routing options in the attached sample letters; you are free to copy and paste the routing alternatives ideas into your letter. If you have other ideas about the routing, please add those.

We need to be more than a line on a map. Share the devastation, the sadness, the uncertainty and financial insecurity you and your family are experiencing after hearing this devasting news (light-rail replacing our neighborhood). Share what it will mean to be forced out of your home and move away from neighbors, the city, schools, and the amenities you've embraced by living here. Whether you're a long-time resident or new to the neighborhood, share your experience. Share the number of children you have; if you're okay with it, have your children sign the letter too.

I know it is painful to put into words. I know too that time is short. Don't put it off! Pleasewrite your story and email or mail it to the addresses above. Quantityof letters that we send is important; more important than the quality of content.

Sound Transit's decree that our neighborhood is the best routing option is flawed. Your personal/family stories are the channel by which they can be made to realize their error. Sound Transit needs to know it's too costly in human terms to take this neighborhood. Tell them there are other routing options.

Save a copy of your letter. If you're willing to share, please Cc me.

I have attached sample letters I've written. Feel free to use them and/or copy and paste the sections you want to use into your letter.

Other dates for your calendar:

Neighborhood walkwith Port of Seattle Commissioner and ELG member Stephanie Bowman, February 28th, 10 a.m. Meeting in front of 4131 25th Ave SW.

Scoping Open Houses:

West Seattleon Wednesday, Feb. 27, 6 – 8:30 p.m. at[Alki Masonic Center]

Downtownon Thursday, March 7, 5 – 7:30 p.m. at[Union Station]

Click or tap if you trust this link.")

Other meetings:

West Seattle and Ballard Stakeholder Advisory Group meeting, March 21st, 5:00 - 8:00 p.m. at Union Station.

West Seattle and Ballard Elected Leadership Group meeting, March 29th, 9:30 - 11:30 a.m. at Union Station.

Please show your zeal for saving our neighborhood; attend the neighborhood walks when you can, attend meeting when you can.

Again, the next 30 days are critical. EIS Scoping ends: Monday, March 18th.

Dennis Noland – 206-708-7735

Communication ID: 351390

Name: Christina Ibanez

Comment:

Hi there my name is Christina. My number is 206-229-1295 and I was given this number because the attempts that I've made and my neighbors have made online to leave these comments previously have not been effective the online system has not been taking our information it just kicks us to a survey about our race and our income and things that are completely relevant to this issue. So we - all of our neighbors probably about another six people involved besides me that all live on the corner of Oregon and Fauntleroy over in West Seattle and are super super concerned about any kind of elevated system coming across the street or our houses being taken for eminent domain or any of this stuff where our homes over our block are going to be directly affected in any real negative way so we really wants you know someone somewhere to log in that we are all strongly against the elevated system or not against light rail coming to West Seattle. We're not even necessarily against you know the stations being close by or if you know we were told the other options tunnel under Genesee which will still affect our neighborhood. You know we understand and also appreciate progress but we do not want any kind of monstrocity that looks like that thing in North Gate coming into our neighborhood really in any form and we definitely do not and strongly opposed do not want anything elevated of that nature coming across the street or running up along fauntleroy at all. So so yeah I'm I'm not really sure how else to get this infor-

Communication ID: 351391

Name: Larry Kasoff

Comment:

I live at 5th and Madison condominiums located at 909 5th Avenue. Although I support the Link expansion project overall, I have concerns about the potential Midtown Station entrance location.

Until recently, the proposed Midtown Station was placed on 5th between the Public Library and the Federal Courthouse. Recently it moved to the area along 5th between Madison and Columbia. Per Sound Transit, the Midtown Station will require two entrances, each with elevator access and each location requiring a minimum of a 46 ft elevator shaft and 26 ft ventilation shaft. If one of those entrances were placed on the eastern side of my block, the shafts would go through our residential parking and storage space, require re-routing of critical residential utilities and trash systems and puncture our building foundation. Meanwhile the head houses would consume the only accessible green space in our part of town.

Equally importantly, the 5th and Madison/Marion area would be inconvenient and uncomfortable for the majority of Link users. Madison is a steep hill and at the intersection is the highest point along 5th. It is an uncomfortable location to walk to, certainly not possible in a wheelchair. Even healthy people tend to avoid the Madison & Marion hill climbs, and even walking up 5th. They will likely prefer other stations, even if they are further away. Also, the 5th/Madison intersection is on the fringe of the skyscraper population. To the north is only the library, courthouse, parking lot and small hotel/YWCA building, none providing heavy users. To the south & west on the other hand are over 9 skyscrapers with commuters that will be the heaviest users of Link. The ideal location is south/west of our block.

In order to address these concerns, Sound Transit is now proposing to use the Bartell Drugs space at the south east corner of 4th and Madison as the proposed entrance. I support this proposed location.

However, as that location is not finalized and still in the general vicinity of my condo, I ask that the upcoming EIS include the impact of the station entrance to:

Noises during construction and the hours of work. Because of the busy street use in downtown during the day, many construction related truck traffic is usually done overnight.

Construction staging and street closures.

Bus transit connections to/from the train.

Residential lifestyle (loss of parking and storage, plus ability to maintain a residence while utilities are re-routed, as well as air quality, debris and noise.)

Residential property value (due to reduced prices without parking and storage and limited buying pool).

The structural integrity of the 909/901 foundation.

The quantity of public green space in the Midtown skyscraper district.

Projected ridership in our location vs more comfortable and convenient locations.

The grade of the Madison/Marion hill that users would need to climb/descend.

The wind velocity, particularly at 5th and Madison.

The proximity to commuters/Skyscraper office workers.

Thank you. I look forward to a productive process moving forward.

Sincerely,

Larry Kasoff

Larry Kasoff

larry.kasoff@gmail.com

(206) 388-3943

Communication ID: 351392

Name: Christina Ibanez

Comment:

Hi there this is Christina again. My number is 206-229-1295 and I was trying to leave a message and some feedback about the light rail that's coming to West Seattle and our extreme opposition on my block to the elevated system that you guys have proposed. So all of my neighbors also feel the same and we have all had not such great luck trying to give you guys this feedback previously so yeah if somebody could give me a call and let me know that you're receiving it and that it is going to be logged somewhere and let me know if my neighbors need to be calling as well or if you can log us in as a group because we are all would be super severely affected if there was an elevated system coming up across Fauntleroy our block would be pretty much wiped out. So yeah we're really not okay without that option. We also just think the thing that's built in North Gate is just a monstrocity and looks horrible and we really can't imagine you guys building that along Fauntleroy, West Seattle sounds a really bad idea. So anyway just wanted to make sure that that feedback is getting logged somewhere. Please give me a call and let me know that it is. Thank you

Communication ID: 351393

Name: Christina Ibanez

Comment:

Cecelia called Cristina on 4/2/19 and assured her that we had received her scoping comment by phone.

Communication ID: 351394

Name: Nina Kass

Comment:

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Thank you.

Nina J. Kass

Njkass@gmail.com

909 5th Ave.

Communication ID: 351397

Name: Raghav Manchanda

Comment:

Hello there,

I recently moved to West Seattle (in Apr 2018) and it is a beautiful, vibrant neighborhood that cares for its residents. We were given no intimation that the new light rail would cut across West Seattle Bowl - a fully residential neighborhood.

Also, its 2019 - I understand that it costs an additional $2.1bn to make the tunnel (which is standard in most developed cities in the world) - please do the right thing! This project will long outlive you & I, and we want to be known as creating a sustainable and residentially efficient transit environment - I urge you to rethink, and pause for a year or so - give it more time for idea submission, and for you to raise third party funds.

Long story short, we will start a legal case with employees from large tech firms in the area - there is a huge uproar over this in the Tech Community and we will not allow for such short term and narrow thinking for infrastructure development in Seattle.

The additional funding can come through many mechanisms (local taxes, and third party funds, kickstarter etc)

Again, build a tunnel if you have to go through with this project - do not disrupt residences, build it off the main avenues. Think of what later generations will say about the West seattle - Ballard light rail.

Thanks,

Raghav

Communication ID: 351399

Name: Scott Caldwell

Comment:

*To the Sound Transit Board and the Elected Leadership Group:

I am writing these comments to provide another voice for Delridge/Youngstown, my neighborhood. Much has been said and written in support of a tunnel into the WS Junction. I support that option 100%. But since so much has been persuasively argued on the impact of what happens up on the hill, I want to make my comments primarily about the impact of what happens at the bottom of the hill.

THE PROBLEM:

All of the West Seattle options that have been moved forward from Level 1 to Level 3 are options that will have a devastating impact on the Delridge/Youngstown Neighborhood—disregarding the imperative outlined in the ST racial toolkit to “minimize harm”.

While one of the remaining options includes a tunnel that will spare the Junction neighborhood the disarray and displacement that would come with an elevated track, all three of the options will create a “disproportionate impact” on the diverse neighborhood of Delridge/Youngstown—that is, the destruction of moderate-income housing and negative impacts on the significant green spaces in the neighborhood.

What is great about this neighborhood:

Its diversity– ethnic, generational, and economic

It is filled with housing stock that is mostly moderately priced in comparison to other parts of WS and the city.

It is vibrant – when I first moved in 30 years ago, there were few families, now there are lots of young families and children walking the sidewalks, using the parks; the playfield which used to be a hangout for drug dealers is now a hangout for soccer players and baseball teams.

It has schools, churches, a library, places to drink coffee, places to drink beer and places to eat and listen to music. It is alive and well.

It also has three expansive green spaces—the golf course, the Delridge park and the Longfellow Creek watershed—in a growing city that very much needs to protect them.

I don't want to see this neighborhood destroyed. Especially when there is a ready solution—one that will protect the neighborhood, the green spaces and allow for future enhancements.

THE SOLUTION:

Resurrect for EIS consideration the Yancy Street/W.S Tunnel option

that was eliminated after the Level 1 review. The option will need modifications and mitigations, which I have proposed below for your consideration.

**

The Yancy Street/WS Tunnel Option

Problems identified from level 1 eval **

*Cross Duwamish on north side of WS Bridge; longer bridge span than the representative option

Mitigation

Cross Duwamish on the south side, basically following the representative path into Delridge

Problems

*Potential impact on industrial businesses north of bridge and on Nucor

**Mitigation **

*South crossing of the Duwamish and moving the station east to Delridge would lessen impact; work with Nucor on solving these issu

Problems

*Location of Delridge station at west end of Yancy Street, too far from transportation connections; street grid and walkshed issues

Mitigation

*Locate the Delridge Station at/near the site where the Representative option has it at the corner of Delridge and SW Andover

Problems

*Only one station located in the Junction area at Fauntleroy and Alaska—potential lower ridership

Mitigation

*Site the Junction station farther west if necessary to capture a broader walkshed

*It will save money for the tunnel;

*Do we really need two stations so close to one another?

Problems

*Lower potential for residential displacements in Delridge and Avalon

*Travel time comparable to ST3 rep option—maybe even faster due to one less station

*Network integration, operational flexibility, carrying capacity consistent with ST3 rep option

*Accommodates future southward expansion

*Includes a tunnel into the Junction area

Mitigation

*Fact: This option would dramatically lessen the number of displacements and would protect and preserve a vibrant, thriving neighborhood that is still relatively affordable. That is not "potential," that is actual.

*The option would, therefore, help to meet a key racial equity criterion in the ST materials: "Avoid[ing] disproportionate impacts on communities of color and low-income populations."

*This option also avoids nearly all contact with protected green spaces; avoids having to deal with 4f constraints—except perhaps for the Longfellow Creek area.

*Station siting on Delridge could offer space for an easily accessible full-service grocery store—the one amenity that is sorely missing in the neighborhood.

Thank you for your consideration.

Scott Caldwell

4505 26thAve SW

Seattle 98106

206-618-0950

Communication ID: 351401

Name: Scott Lowe

Comment:

Good day.

I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th avenue plaza, urban stream and green space.

Thank you.

Communication ID: 351403

Name: Dale Menchhofer

Comment:

These comments pertain to the section of the West Seattle – Ballard Link project between Sodo and Smith Cove stations, except that the last section of comments also pertains to Delridge and Interbay stations.

Sodo:

I notice that all options except for the representative alignment eliminate grade crossings at Lander and Holgate. I like that! The closer we can get our light rail network to resemble a fully grade-separated metro, the better.

At this station, please attempt to make cross-platform transfers favor destinations to the north. My reasoning is that there probably will be more people whose destination is along East Link or the Downtown – Ballard portion of the new line than those transferring to get to destinations south, like the airport. It also distributes the crush of transfers to a less busy location.

It is my understanding that the existing transition from surface to elevated south of Sodo will have to be rebuilt. South of that rebuilt junction, please plan space for a possible future additional junction for a future shorter line to the airport and points south via Georgetown, etc. That could cost far less in the future if the footprint for the line to West Seattle plans for it. For example, if the tracks to West Seattle are widely spaced, it might be easiest to maintain the same separation for the distance required for a second junction, while still within the right-of-way of the busway.

International District:

If I understand correctly, a station immediately adjacent to the existing station on 5th Avenue would be less expensive than the 4th Ave option. It is clearly better for transfers to the East Link route, and for transfers to Midtown - Ballard. So, it needs to be the preferred option. Frankly, I feel that the neighborhood's concern about construction impacts are blown way out of proportion. I frequent Uwajimaya and a bakery nearby. I know firsthand that anybody can easily get to neighborhood destinations from 6th Avenue. Once built, a station under 5th will do them far more good than one on 4th. For this station, the brown option is best. I think it is clear enough that mixing brown here with blue at Midtown is straightforward, since both are on 5th Avenue.

I do not see any practical way to allow cross-platform transfers at this station. If you can find a way, it may be best if they favored destinations to the east on East Link, and therefore also to the south, like the airport. But as I said, I cannot see any practical way to allow such easy transfers.

Assuming a cut-and-cover construction technique for the station, construction impacts on the neighborhood can be made as brief as possible by building a temporary road deck, the same as was done for Westlake Station and other downtown stations decades ago.

In addition, there might be some creative way to minimize surface truck traffic with an access point from the now former bus staging area. That is, it might be possible to punch a temporary hole in the retaining wall for 5th Avenue, so that dump trucks can receive excavated dirt inside an excavation pit, instead of on the surface. The point is to appease the neighborhood clamoring for relief from construction impacts. For safety, there would have to be a new wall segregating construction from light rail trains. This is a bit of a crazy idea, and might not be practical, but I am mentioning it, in case it helps to get a station on 5th Avenue without the expense of mining the station.

Midtown:

I would have liked to have seen a station east of I-5. In lieu of that, the best station location is on 5th Avenue. I am tempted to ask for putting the station on 6th, but since I am asking for the blue route at Westlake, mixing it with a brown route at Madison would likely have too many conflicts with building foundations. Besides, a station on 5th can be closer to the surface. The blue option is best. In any case, an entrance needs to be on Madison, next to a Madison BRT stop.

There are many destinations on First Hill which are near enough for most people to just walk, instead of riding a bus for just one or two stops, for example, PolyClinic, Town Hall Seattle, and even Virginia Mason. The major impediment, for many pedestrians, is the steep block between 5th and 6th. Therefore, please plan for either an escalator or passageway/elevator solution, so that the station on 5th can also have an entrance on 6th. 6th and Madison is the highest point of downtown west of I-5. From there, it is a comfortable grade for walking to most of First Hill. Even for destinations west of I-5, a station on 6th is advantageous, because some pedestrians would sooner walk downhill than

up. Of course, there should also be a couple station entrances on 5th as well. Expect to see some commuters arrive via this station, but return via an existing station on 3rd.

Westlake:

It is a closer call to choose between a (blue) station on 5th versus a (brown) station on 6th. On the one hand, the loss of the Convention Center station for buses makes that part of downtown underserved. A station on 6th would be a block closer. However, I think that integration with the existing Westlake station (and the Monorail) is more important. The volume of transferring riders is likely to be large. Shortening the walking distance for those transfers is best. The maps aren't detailed enough to be certain, but it appears that the blue option would have the easiest transfers. In any case, since blue is best for Midtown and Denny, it is best here.

Denny:

A station on the south side of Denny (blue option) is best for several reasons.

It serves the main Amazon campus the best.

It best serves the rest of the Denny Triangle, and that area is in the process of becoming a dense cluster of 40-story mid-rise towers.

It is closest to Belltown, an underserved area.

It is closer to an easier walking grade (via 9th Avenue) to destinations to the east, like Metropolitan Park Towers, and the rest of the area I previously described in the Westlake section as underserved.

Like the Midtown station, a station entrance at the top of the steep hill (between Seattle Times and Cornish campus) would improve the ridership for this station. It's less compelling here than at Midtown, but at least plan for where it could be retrofitted in the future.

South Lake Union:

A station on Harrison at Aurora (blue option) is best for several reasons.

It integrates well with buses coming from the north on Aurora (Rapid Ride E, 5, 26, 28).

It would also work for a re-route of #8, which would allow it to avoid congestion on Denny.

It is closest to the midpoint of density in South Lake Union to the east.

It is closest to the southeast part of the Seattle Center campus (Space Needle, MoPop).

Seattle Center:

The station shown on Republican (blue option) is best for several reasons.

Because it touches the Seattle Center campus, it works better for crush loads of pedestrians for hockey games, and any other events held in that venue.

People attending opera, ballet, plays, Bite of Seattle, Folklife Festival, and Bumbershoot are more willing to walk via pedestrian-friendly paths on Seattle Center grounds than using sidewalks and crossing streets to get there.

It integrates better with buses. It is adjacent to northbound buses on 1st Avenue and southbound buses on Queen Anne Avenue. The station for the brown option is too far east to meet southbound buses.

This location strikes a balance between destinations along Mercer or ascending the “counterbalance” on Queen Anne Avenue, versus the triangle toward Elliott Avenue.

Smith Cove:

The station shown at Galer Street (brown option) is best for several reasons. However, it needs to move east a short distance to avoid the pump station, and also to integrate with bus routes from Magnolia. There also needs to be a new pedestrian crossing of the tracks, because the existing sidewalk on the road overpass is ridiculously long and round-about for pedestrians. Assuming those tweaks are done, then this station location is best for several reasons.

Because pedestrians would not have to cross Elliott Avenue, the distance to the nearest Expedia building is almost a block shorter than a blue option station using the Helix bridge. Beyond just the nearest building, more of the Expedia campus would be closer.

Port of Seattle could easily and rapidly run shuttles between cruise ships and this station location without having to wait for any traffic signals.

If the Armory is redeveloped, this location would serve it well, while the blue option would not.

Even with the expense of a new pedestrian bridge, this location should be cheaper than the blue option, because it avoids impacts on park land, and expensive measures to prevent landslides.

It would be easier for bicyclists to access this location from the popular bike path. In contrast, commuters from the north would have to backtrack to use the Helix bridge to reach the station for the blue option.

Expanding the reach of stations with non-traditional transit modes:

The Smith Cove, Interbay, and Delridge stations are located near tall hills which make it challenging, if not impossible, for buses to travel up and down the hill. Future generations might want to create a non-traditional transit mode to serve these, perhaps an aerial tram like the OHSU campus connector in Portland, except with smaller pods called on demand like an elevator. Alternatively, it might be a series of covered escalators, or stair-stepped elevators. It likely would be an entity other than Sound Transit that creates such a system.

All I am asking for at this time is to designate a small rectangle within the station footprint of these 3 stations, where any of these technologies could interface with the stations.

Communication ID: 351405

Name: Greco

Comment:

Hi,

These are my preferences regarding new transit system to West Seattle:

Tunnel (NOT above ground tracks and stations)

Station location on 41st (NOT 44th)

Communication ID: 351406

Name: Anna Goussiou

Comment:

Hello,

I would like to comment on the proposed Midtown station for the West Seattle and Ballard link extension. One of the proposed options would affect the 5th&Madison (909 5th Ave) residential building in extremely negative ways. It would eliminate our parking spaces in the basement of the building, our storage spaces, the garbage and recycling rooms, and more. I hope you do realize the extent of such changes. We could not live downtown without designated parking, without garbage and recycling services, etc. Moreover, the resale value of our condos would be very significantly reduced without parking and the other facilities. For most of us, buying these condos was and continues to be a life investment, the most expensive purchase in our lives. With one stroke, you would make our everyday lives very difficult and you would cut a large part of our savings/investment. This is a 24-story residential building with 125 households, and you would be affecting all of them.

Please consider the alternatives options in the area.

Thank you.

Anna Goussiou

Professor of Physics

University of Washington

and

Owner of Unit 1202, 5th&Madison

909 5th Avenue

Seattle, WA 98164

Communication ID: 351411

Name: Mike Kahrs

Comment:

The last thing Ballard needs is a larger concrete structure cutting

through its center. A tunnel is the only alternative that makes sense

for not only the current generations but all future generations.

Mike Kahrs

Communication ID: 351412

Name: Kristin Doll

Comment:

[Hi, my name is Kristen Dall and I am a resident of East Ballard and I would like to leave my perspective on the proposed 14th Avenue Northwest elevated line. That is the one I absolutely oppose I am going to read off a letter that I

have written the sound transit in hopes that you will really listen to this feedback. Dear sound transit Im opposed Ballard light rail line that would place the route and a fixed bridge over seven bay on elevated tracks and 14th Avenue Northwest between 42nd and Northwest 58th Street ending at an elevated station at Market Street. This option will result in infrastructure entirely out of proportion to the neighborhood especially the residential area North of Market Street retail transit extent beyondthe Market Street Station. It may also result in closing or restricting portions of 14th Avenue Northwest to traffic between North West 42nd and Northwest 58th Street pushing vehicles on the already busy arterial and cloggging surrounding residential streets. If the line is extended North to Crown Hill in the future an elevated line along 14th Avenue Northwest would run to the almost entirely residential area between Market Street and Northwest 55th Street. This will result in disruption in possible displacement for residence in the path of the extended line and neighbors and surrounding blocks with having the quality of life eroded by block light and noise. It would also destroy the newly created (?) park which is becoming a recreational touchstone-for-east Ballard Families/ A tunnel under 14th or 15th Avenue Northwest would be a more expensive option upfront but would better fit with residents vision for the neighborhood. Once completed it would result in minimal disruption to local businesses and residence. An underground station particularly at market and 15th will more easily connected to the current transfer options that would set valerie(?) up for future rail extension to the U district to the East and Crown Hill to the north. An underground station at 15th Avenue Northwest with divert riders and pedestrians away from the busy ground level intersection of 15th and Market. It will be more convenient for Ballard residents that are serving the dent Urban Village.... Please listen to the voicemail for the rest of this message.]

Communication ID: 351413

Name: Misha Stone

Comment:

Hello,

As a home owner at 47th & Alaska raising my children in a 700 sq ft house and watching costs rise, I would like to strongly urge a 41st street stop as opposed to 44th.

Thank you,

Misha Stone

Communication ID: 351450

Name: Bob Nuber, Judy Nuber

Comment:

The community of West Seattle has been seriously impacted by up-zoning and increased density. Our nice neighborhoods are changing quickly largely due to many more people living here with no increase in transportation. Accessing WS with an elevated system five stories tall in many places plus the loss of many homes would add another body blow to our community. While the tunnel would cost more the decision is supposed to be a long term one that considers the negative costs of blight and noise and loss of homes due to an elevated system. While we need better

transportation into WS we don't need to have our community significantly damaged in the process. A fair solution that would allow WS to not be further negatively impacted is a tunnel.

Please consider maintaining viable neighborhoods and communities, not just the lowest dollar cost. There are human costs that must be considered along with dollar costs. Make the best long term decision for the City and for West Seattle: choose a Tunnel!!

Bob Nuber

Judy Nuber

Communication ID: 351453

Name: Tyler Simpson

Comment:

Hi Sound Transit,

I'm worried about politicians capitulating to demands from loud and wealthy homeowners for a tunnel under the Junction (but of course not Delridge), costing at least $700 million while doing nothing for riders of Link but delaying it by 10 years. If $700m is available, it should go to extending the line to White Center instead.

Thanks!

Tyler

Communication ID: 351459

Name: Pilar Bass

Comment:

As an owner at 5th and madison condominiums (909 5th ave seattle, Wa 98164) I appreciate the opportunity to provide input on the West Seattle to Ballard light rail line project. Light rail is an important addition to our City and region, but the routing and station locations must be carefully considered because of the numerous impacts it has on our community and the human and natural environment. While I am generally in support of a midtown Link station. I feel that it is crucial that it does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves the 909/901 5th plaza urban stream and green space.

Our building shares a seven- level underground parking garage with the adjacent 901 5thAvenue office building. There are 129 parking stalls on Levels B-D permanently assigned to our residents along with approximately 124 individual storage lockers located on Levels B-D. It is the structural foundation for the two high rises and houses substantial utilities servicing both buildings.

Above the underground parking garage, between 5M and the 901 Office Building there is an elevated open plaza with landscaping, seating areas, trees and walkways---one of the few large open areas in the midtown downtown area.

I want to be very clear to ST planners that the plaza space shouldnotbe considered as a preferred alternative for access to the mid-town underground station. The Plaza sits on top of the seven-level parking garage. Any connection to the underground station would have to placed through the heart of the parking structure likely eliminating most if not all the parking and storage spaces, and compromising building systems such as fire fighting components, plumbing, sanitation, and electrical located in the garage—causing substantial damage through significant loss of value and lifestyle disruption to myself and my fellow neighbors.

In addition to the significant decrease of property value through loss of onsite parking and storage there would be further detrimental impacts on 5M residents and owners; construction noise, increased traffic congestion on already busy 5thAve, increase in panhandlers and transient population---all further reducing owners property value. I am extremely concerned about the increase in homeless and panhandling given the recent incident at the library on March 30, 2019.

If the 5thAvenue alignment is carried forward into the EIS process, then the station should be shifted north to the area between Madison and Seneca or south to the area between Marion and Columbia. Any access points for the station, no matter where it is located, should be placed in the public right of way – not on any private properties and definitely not on the “Plaza Area” next to the 5th& Madison Building.

I strongly endorse the 6th Avenue route through the “midtown” section of the project. 6thAvenue presents fewer potential adverse impacts to residential properties and businesses while still achieving the goals of the project. The 6thAvenue alignment also allows more flexibility in the placement of station access points and would be a closer connection to the potential I-5 freeway park/lid being studied.

I also have serious concerns about the increase in traffic and congestion during the construction. when the building on the south east corner of 5th and madison was constructed there was severe congestion caused by the construction and i can only imagine it being much worse.

I hope the EIS will carefully consider the direct and indirect transportation effects caused by station placement and access points, loss of parking and storage, potential for changes to the foundation support structure of the 5thand Madison building, disruption of 5thand Madison critical building systems, impact of 5thand Madison residents on a transient population shift to the midtown station area, and both resident and business displacements. The EIS should also be structured to allow the various segments of the preferred alternative and other alternatives to be “mixed” and “matched” in the final route selection. This provides greater design flexibility and does not dilute the discussion and assessment of the alternatives for each component part of the project to the detriment of the EIS’s primary purpose: to provide decision-makers with a fully-informed assessment of the environmental impacts of a proposed action.

_Sincerely, _

pilar bass

909 5th ave #2002

seattle WA 98164

Communication ID: 351510

Name: Gayle Sammons

Comment:

Please utilize a tunnel for the light rail extension into West Seattle. The tunnel

Will have the lowest negative impact on residences, local streets and overall neighbor aesthetics.

I am a huge supporter of light rail. Just wish it would be here sooner -

Gayle Sammons

John L Scott - West Seattle

206.658.7374

gaylesammons@johnlscott.com

Your referrals are the greatest compliment I can receive.

Communication ID: 351516

Name: Renee Marquardt

Comment:

To the Advisory Board,

I have lived in Seattle my whole life (with a 5 year hiatus in Eugene at the University of Oregon) and West Seattle as a homeowner now for 18 years. I've been frustrated with this city's lack of transportation vision for my whole life and am excited that this project will hopefully come to be realized in my life time. What we as Seattleites have always known is that this is a special place and a rather unique city because of it's geography, natural beauty, progressive thinking AND the quality and character of its neighborhoods. Though the new boom has infilled and increased density, it has also demolished some of the neighborhood fabric and architecture. We know this to be part of growth and appreciate the efforts to make what's new fit and feel purposeful and part of the urban fabric. My fear is that both West Seattle and Ballard will suffer negatively if the Link projects don't prioritize maintaining these neighborhoods with underground solutions. Historically, both have been cultural and commercial hubs since the birth of Seattle.

In fact, West Seattle is the birthplace of the city as the Duwamish tribe greeted the Denny Party on Alki Point only 168 years ago. Ballard has long been the building and maritime center supporting fishing, logging, manufacturing and now brewing, arts and the boating and bicycling industries. And both of these neighborhoods (through 10 years of rapid development) still have a strong framework of the existing architecture from the turn of the century that gives them this sense of identity and place. California Avenue is the physical hub of the community with restaurants, bars, small and large businesses, schools, shops and residences. The street (which still maintains a very pedestrian scale) becomes the hub every Sunday for the Farmers Market and in July for the West Seattle Street Festival with multiple stages. All of these things would be compromised with raised tracks rumbling above the sidewalks every 5-10 minutes. Again what makes West Seattle (and the entire city) so remarkable is the surrounding geography and natural beauty woven with the societal, cultural and commercial interests of a city. The Link solutions executed must respect and protect that quality by thoughtfully integrating and leaving untouched where necessary to protect the very soul of West Seattle in the Alaska Junction.

Therefore, the option to build the raised tracks literally on top of what is the Alaska Junction should not be considered a solution as it does none of those things by demolishing residences, houses, businesses and forever impacting existing blocks with the physical presence and noise of the elevated tracks. Tunneling under the neighborhood and Junction itself is paramount. Running the raised tracks up Avalon is questionable as well but that thoroughfare might withstand it better than the Junction and surrounding blocks only because many of the residential buildings are already raised up off the arterial. And there is no hub function to Avalon Way (though Luna Park Café may feel differently.) None the less, a

below grade route (like those of the other neighborhoods of Capitol Hill and Montlake) should become the top priority to protect the quality of life in this city (which is like nowhere else) for generations to come. This is our moment to define what is precious, important and worth protecting and yours as an Advisory Board to establish the criteria that preserves Seattle's uniqueness.

The communities of West Seattle and Ballard thank you for your careful consideration.

Renee Marquardt

Communication ID: 351518

Name: Jeremy Normann

Comment:

I've been scouring these maps for 2 years. I still can't tell which plan would take away our home @ 4446 38th ave sw.

Please don't take our home.

Thank you

jeremy

Communication ID: 351522

Name: Boyd Sugiki

Comment:

A Tunnel for West Seattle Light Rail would be the best solution for ST3. We need to think about a solution that will last for decades to come.

A tunnel will have less of an impact on neighborhoods and commercial areas, it will be more aesthetically pleasing and will reduce the noise on the streets in both neighborhoods and commercial areas.

The elevated line will be a ruin the unique characteristics of West Seattle. The noise level will be unacceptable and there will be a decrease in the quality of life. Elevated lines will increase litter on the streets, promote graffiti on the the undersides of the structures, and will encourage camping out under the lines.

Spend the extra money now, make it fit into West Seattle's character, and build it right the first time.

Communication ID: 351524

Name: Hillary Aldassy

Comment:

Dear Sound Transit:

I write to express my concerns regarding the proposed yellow line light rail project. As a member of the WS community, I am hopeful that Sound Transit works with this community to find the LEAST IMPACTFUL ROUTE for residents of this growing and vibrant neighborhood.

My concerns can be summarized as follows:

The yellow line NEGATIVELY IMPACTS HOMEOWNERS by demolishing more than 100 existing homes in a close-knit and peaceful neighborhood;

-the proposed yellow line REDUCES PROPERTY VALUES of remaining homes near the yellow line;

the yellow line GREATLY LIMITS FUTURE LAND USE OPTIONS in a growing community that would benefit from a variety of housing options;

The yellow line creates a SECOND STATION THAT IS NOT NEEDED in such close proximity to the first proposed station at the Alaska Junction, which DISRUPTS the walkability and vibrancy of the Junction. Placing the second station a few blocks from the Junction, on the Fauntleroy route instead, increases foot traffic benefitting those businesses that are located several blocks off of California Ave.;

The yellow line route LIMITS FUTURE LINE EXPANSION OPTIONS for Light Rail in West Seattle and further south;

I ask that Sound Transit consider and IMPLEMENT A DIFFERENT ROUTE than the proposed Yellow Line, that merely offers a quick(er), cheap(er) light rail, but that will IRREVERSIBLY HARM the people and properties of the neighborhood you are supposedly seeking to help.

Thank you for your consideration of my concerns.

Hillary Aldassy

West Seattle Resident

206-851-4799

Communication ID: 351532

Name: Jen Elms

Comment:

Hello my name is Jen Elms, I live in the 98126 area and my comment is about the West Seattle line- and we used to live in Ballard so my comments would be similar but- this is come up very fast and I know that some people have been working on this for a while but we only, my husband and I, only realized this deadline was coming up, this this big deadline was only coming up today just a few weeks ago and so there there's massive detail and somehow we ended up at stage three, which I realize when I attended a meeting the other night and I just think at every stage you need to really back up because I can see the guy that ran that PowerPoint presentation is just immersed in the details... and he did an excellent job but I think people need to go way back and keep talking to residents that this is this is you know in the whole area Delridge, this is one big Community: Delridge; White Center; Burien and that it works for that's what really talking about is this whole area and why either option is coming up the steepest part of the Peninsula and then either boring a tunnel or having this ugly overhead light rail makes no sense to me that it's going to the junction which is a destination. If you're gonna go South, you do not go up to California, it ends. And so you got to put it down further if

you wanna go further south, if that's the ultimate goal, go South along Delridge to Meyers Way with there's a ton of room, reduce the number of expensive stations, and then fan out transportation alternatives like bus, every other surface solution- trolley- whatever.

Communication ID: 351543

Name: Robert Stack

Comment:

PACIFIC INVESTMENT CD.

2201 Sixth Ave S

Seattle, WA 98134

(206) 622-6288

Fax (206) 622-6282

stack@nwlink.com

March 28, 2019

West Seattle and Ballard Link Extensions

C/o Lauren Swift@ Sound Transit

401 S. Jackson St.

Seattle WA. 98104

Dear Ms. Swift:

Please accept these comments regarding the EIS Scoping request related to SODO Station and the new rail lines coming in from West Seattle. I represent the Stack family, owners in control of 7.6 acres of mixed use properties adjacent to SODO Station. These comments represent not only our family's interest but a coalition of neighbors and tenants, signed be low, who would be equally impacted by Sound Transit's proposed design. We wish to enhance your perspective of how our neighborhood works and the vision shared by long term owners/operators/tenants that rely on fluent access in and out of SODO. There are serious adverse impacts expected from the current proposed design. We seek substantial improvements that will pay off in significant long term function for neighboring businesses, create a safer, more desirable transportation hub, and enhance light rail ridership.

Please note - no one endorsing this letter approves of the proposed truck/ car/ pedestrian overpasses on Lander and Holgate Streets.

Gensler Architects was commissioned to do a thoughtful study of Soda Station .. .. the results of which have been submitted to Sound Transit staff but also enclosed with this letter. That design work promoting an all-elevated SODO station is the basis for our comments below.

• Request elevating both sets of tracks from Forest St. to north of Holgate to enhance free flow of vehicle traffic at ground level serving the majority of travelers and pedestrians. This allows better grade level activation for current businesses and future economic development around the station which in turn will promote ridership. This allows far greater access to businesses fronting both sides of Lander and Holgate Streets.

• Elevated tracks will allow the Station to be conveniently closer to Lander Street and create quicker connections to Metro station on the E-3. A traditional street scene at grade will allow user-friendly Uber/Lyft/taxi/loading zone connectivity. Preservation of the E-3 Busway is possible which keeps busses on a dedicated roadbed ..... a positive for METRO and equates to a huge traffic reliever. Bike Path can be preserved as well.

• Since light rail is a destination type of use, an elevated platform can be attractively signed and accessed from Lander, whereas cars cannot drop off riders from an overpass. With current design, we have unknown provision for grade access. Station access not fluent and safety concerns arise with Pedestrians at 4th or 6th Avenues South not wanting to hike an overpass then descend via steps to grade when they can jaywalk or shortcut over tracks. Safety greatly diminished with Agency's design.

• Overpass construction will severely impede commerce for a 1.5-2 year building period. Street parking to serve businesses and access mass transit options will be curtailed. Post Office parking garage will be cut off from Lander. Passenger drop off and pedestrian access to Sodo Station during overpass construction diminished, thus reducing ridership. Post construction of overpass, there appears no way to access Station driving E-bound on Lander. Massive concrete structures will create shadowy imposing barriers, feeling of an unsafe neighborhood, offer graffiti tagging targets and sheltered areas for the transient population, thus diminished security. Vehicle access to drop off area will be reduced unless large takings of private property occur. Pedestrian access from Station area to overpass requires hike up stairs /escalator, then down the ramp, ... so again, many will tempt fate and shortcut over ground level tracks to access surrounding streets and busses now displaced to 4th Ave. S. Visual blockage from overpass creates unfriendly, trapped feeling by pedestrians ..... please note, Alaskan Way viaduct is coming down now to create a pedestrian-friendly ambiance.

• Future TOO will be more effective if clear at-grade vehicle access is available to serve the Station, inter-modal connections, shops and restaurants. A pedestrian-friendly ground floor will appeal to all neighbors and not just transit users headed up to elevated platforms. Again, the intent should be to build a destination service that people will frequent for multiple reasons and no matter the location up or down.

• Construction can be phased to maintain existing service. See Gensler plan. East-West travel/commerce on Lander and Holgate suffer far less interruption with elevated track construction, not-to-mention permanent unfettered access at grade once overhead tracks completed. Additionally, the USPS parking garage access is preserved.

• Sound Transit's original Representative Plan called for elevated tracks from West Seattle so some form of elevated railway was budgeted and vetted. Eliminating construction of 2 costly overpass projects would contribute untold efficiencies to SOOO businesses and preserve E-W travel for private, Postal Service, and emergency response vehicles. Lander and Holgate E-W corridors should not be lost even for the period of construction. Elevated tracks at SOOO Station can be built. The above articulations, with reference to the Gensler plan, will help create a friendlier, aesthetic neighborhood street scene around this transit hub asset, especially with future City sanctioned TOO. All parties ..... S-T, Metro, cyclists, manufacturers, local service and distribution businesses can gain efficiencies by building light rail the right way. Cutting corners in SOOO, just because there are few residential voices here is not in the best long term interest of the city and its taxpayers.

Your thoughtful consideration of the above siting and design issues is greatly appreciated. The future of our neighborhood, the tax base created, the prospects for greater employment, investing toward a fluent working neighborhood ..... will all lead to enhanced ridership at a successful SOOO Station.

Neighbors in concurrence have acknowledged on attached pages.

Very truly yours,

Robert Stack

ATTCH.

ENCL.

ATTACHMENT TO EIS SCOPING COMMENTS BY ROBERT STACK LETTER DATED MARCH 27, 2019

The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant

Landlord or Business: Terreno Realty Corp

Property Address: 2200 6th Ave South

Signature:

Printed: Matthew Beau Title: VP

ATTACHMENT TO EIS SCOPING COMMENTS BY ROBERT STACK LETTER DATED MARCH 27, 2019

The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant

Landlord or Business: Commercial Filter Sales

Property Address: 2715 6th Ave S

Signature:

Printed: Jesse Sheppard Title:

ATTACHMENT TO EIS SCOPING COMMENTS BY ROBERT STACK LETTER DATED MARCH 27, 2019

The below signed property owners and tenants in SODO acknowledge and concur with the scoping comments and recommendations offered in the above referenced letter.

Check: Owner X Tenant

Landlord or Business: Commercial Filter Sales

Property Address: 2715 6th Ave S

Signature:

Printed: James Sheppard Title: President

Communication ID: 351563

Name: Mike Orr

Comment:

The most critical issues are a short transfer distance at Westlake,

International District, and SODO; and a Ballard station at 15th or

20th rather than of 14th. The purpose of transit is to provide

convenient travel options. That requires stations a short walk from the center of urban villages, and easy train-to-train transfers so people can get anywhere in the network.

The Ballard density concentration is between 24th and 15th, so 20th is halfway in between. The biggest destinations are a bit further west: the farmer's market, bars and clubs. So 20th is best, and 15th is the furthest east that should be considered. 14th is five blocks from 20th, but it's actually worse because the distance between 14th and 15th is especially wide -- three blocks' worth. That would be as if Columbia City Station were at 14th and the center of Columbia City were at 15th -- and it's still further to the center of Ballard!

Walking from 14th to Ballard Avenue would take ten minutes -- the entire 5-minute and 10-minute walk circles for the most common trip.

A map of a suggested 20th Avenue alignment is here:

https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fseattletransitblog.com%2F2019%2F03%2F21%2Fa-better-ballard-option%2F&data=01%7C01%7Cwsbscopingcomments%40soundtransit.org%7C2884f5b870ad4d992d4c08d6b7ed228a%7Cca24b0afd8fb4e629ead8b37062261d0%7C1&sdata=U8oj1JXxRhFt5NBSrljLY0cgvhCSOG%2BpuOUA3w1nYbY%3D&reserved=0

If a 15th Avenue station is selected, it must have an entrance on the west side of 15th, because that is where almost all the apartments and businesses are. 80% of the riders should not have to wait for a traffic light to cross 15th.

Either of the 130' or 70' bridge options are OK. We don't need a tunnel in Ballard, unless it's to get to a 20th station.

Ballard Station should have a stub north of it for potential future expansion. A good transfer/interline interface to the Market/45th Street line should be designed in from the beginning.

International District Station should have the 5th Avenue Shallow alternative. That provides the shortest transfers to the other Link line, bus transfers, and the businesses and apartments in the International District. This alternative has the most benefit and the least cost -- $200 million less than the ST3 estimate. Use some of the money for extra mitigation for the businesses that are complaining

about cut-and-cover construction, and use the rest to make Link
better. Don't choose 4th because it's closer to Sounder: only a few
Link trains will have people transfering to Sounder, while every Link
train will have people transfering to the other line and buses and
walking to the businesses east of 5th.
The downtown alignment should remain on 5th Avenue.
West Seattle should focus on elevated options rather than tunnel
options. Delridge, Avalon, and Alaska Junction stations should be
located for good bus transfers. Alaska Junction should be oriented
north-south for possible future expansion to Burien. One worthwhile
alignment suggestion is here:
https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fseattletransitblog.com%2F2019%2F03%2F26%2Fa-better-elevated-option-in-west-seattle%2F&data=01%7C01%7Cwsbscopingcomments%40soundtransit.org%7C2884f5b870ad4d992d4c08d6b7ed228a%7Cca24b0afd8fb4e629ead8b37062261d0%7C1&sdata=654DAasPdqG37VLoflsUm3ch4twpPczrO9EGOXt2Vvo%3D&reserved=0
South Lake Union should have a station at Harrison & Aurora-Dexter.
This is the best location for pedestrian, bus, and bike access. The
Denny station should be south of Denny Way to serve more of Belltown.
The gap between Westlake and Denny is wide, and we don't want the SLU
stations too close together.
The Seattle Center station should be at Republican, not Mercer. Mercer
has a lot of car traffic.

Communication ID: 351572

Name: Dale Menchhofer

Comment:

These comments pertain to the section of the West Seattle – Ballard Link project between the crossing of the Duwamish River and the end of the route in West Seattle. In general, I favor the elevated option for this portion, except that I want a new and better option between Avalon and Alaska Junction.

From the Duwamish crossing to Avalon, the elevated option is best for several reasons:

It is the least expensive of the high-quality (grade separated) options.

It avoids construction conflicts on Harbor Island for Port of Seattle.

The Delridge station, actually on Delridge, integrates much better with buses.

Far fewer homes are displaced in the Youngstown neighborhood (Delridge).

It is much more socially equitable for the less well off Youngstown neighborhood.

Elevated alignments, especially the high structure between Delridge and Avalon, can become iconic symbols of a city in a way that tunneled lines never can.

Elevated routes have slightly higher ridership, because they are more visually appealing to riders, and because some people (like my daughter) find tunnels claustrophobic, while other people (like my wife) get disoriented in tunnels because of the absence of passing landmarks.

Between Avalon and Alaska Junction stations, I urge you to select a new option. If the route proposed by Seattle Subway in a 3/26 post on Seattle Transit Blog is found to be feasible, it is better than mine here, because it is cheaper. If you can rapidly acquire the parking lot on the corner of 41stand Alaska, do so! That would allow easing of the curve from Alaska to 41st, which would remove the most serious objection to Seattle Subway's suggested option. A station on 42ndis a marginally better than on 41st, but not enough to justify paying for a tunnel if not needed.

For my option (developed before I saw the above mentioned post), see the attached hand-drawn sketch. Please forgive that it shows the Avalon station on Avalon instead of on Genesee. That does not match the official elevated option, and the mistake was an oversight.

Briefly, my proposed route continues the elevated portion west of the Avalon station, but follows Fauntleroy to Oregon, then Oregon to a tunnel portal in the steep hillside between 38thand 39thAvenues. From there, it is only 4-5 blocks to a station underneath 42ndAvenue. As shown, the tunnel can bend slightly north before turning south, in order to make the curve almost as gentle as the official tunnel option.

This hybrid option cuts the tunnel length by 50%. It avoids expensive and contentious taking of many properties, required by the official elevated option. That combination of advantages makes it superior to all of the official options.

The very slight advantages of a station on 42ndinstead of 41stare:

42ndis closest to the midde of density, with about as many destinations west versus east.

California is the natural corridor for extension to the south. 42ndis only one block away, instead of two, so extending the route could be easier.

The unusual topography of the landscape in the vicinity of 42ndmakes for an easy grade for walking east on Alaska, and easy going west on Edmunds.

Pairing a station on 42ndwith an Avalon station on Genesee separates the station by a greater distance more appropriate for light rail.

I want to call out the tunnel option with a station on 44thas NOT good. It is the farthest from the center of density. It costs the most. If we are lucky enough to someday get to an ST6 or thereabouts, we might someday see a second line intersecting at Alaska Junction. A station west of California would not be compatible with an intersecting line.

Communication ID: 351580

Name: Paul Wu

Comment:

We are here taking time off to provide our input for the routing for the Chinatown/International District route. We're here to provide input for the routing of the light rail. My question is whether the decision has already been made as to the routing and how much our input matters in this decision? If the decision is made already, I don't want to be part of this because it is a waste of my time. We prefer not to route through 5th Avenue because of the impact to the Chinatown businesses. That's it.

Communication ID: 351581

Name: Brien Chow

Comment:

So with all of the changes that are coming here right now, the name of the tunnel is called "International District/Chinatown." And the city ordinance of Seattle 119297 states that the district name for the three neighborhoods -- Chinatown, Japantown, and Little Saigon – is "Chinatown/International District." And it's been very confusing because there's all different referrals to our district. You have "International District," you have "International District/Chinatown," you have "Chinatown/International District," and it goes on. And so to make sure that there's less confusion with all of the changes that are going on here, this is a good time to correct the incorrectness of the name of the Sound Transit station, which should be "Chinatown/International District" and should go by the city. The county was the one that made the mistake, and they did not speak with the community as a whole when they named it way back when. And each station supposedly is supposed to ask the neighborhoods what is the correct name for the station, and our station here came out incorrect. Again, Ordinance 119297, a city ordinance, states that this district is referred to as Chinatown/International District. It would be doing a lot of justice if they would correct it now that they're in the mold of getting everything right. I would appreciate it if I could get a response to my comments, and please send to my email: chowbw@gmail.com. I'll look forward to hearing a response.

Communication ID: 351582

Name: Brien Chow, Betty Lau

Comment:

Sound Transit, the elected leadership group, has already made up their mind about an alternative, and I'm very perturbed about it. The way I know this is a friend of mine went up and down 5th Avenue and talked to all the business owners. She had wanted to know which route you guys prefer and give her input. And they said that Sound Transit people had already approved them and offered them moving money, assistance to move somewhere else, or just to close, and after construction, they were offered remodeling money. And so I'm quite perturbed by that, that they've already made up their minds and they're just pretending to get our input. Secondly, I have been to a number of meetings where ST3 did presentations, and we, as a community, had told them and told them that we want you to consider other criteria in addition to only cost. We want a study of the economic impact to our community and to the nearly 1,000 non-English-speaking elderly residents who live here and have to put up with having the businesses that they go to disrupted like that. And I never got a response on that. I am in complete agreement with Brien Chow's comments. And my last comment is that from people I've talked to in the community, we want the 4th Avenue alternative. The 5th Avenue is also going to impact the Chinatown Gate, which is on 5th and King. There are hundreds of school kids coming for field trips. Tour companies go by there. People get off the buses. They take pictures with the

now-iconic Chinatown Gate. It's in postcards. It's in photography books about Seattle. And when those folks get off the buses, they go patronize the stores, and that construction on 5th is going to have a heavy economic impact in that area. Plus, what are they going to do about damage that they might incur to the Chinatown Gate? And that's why I think the 4th Avenue alternative is the best alternative. BRIEN CHOW: I concur exactly. BETTY LAU: Actually, a lot of people do. We represent different traditional Chinese-speaking organizations, the main one being the Chong Wa Benevolent Association. It's the lead organization of the Chinese community in Washington State. BRIEN CHOW: Part of our organization represents 22 family organizations, Chinese family organizations. It makes sense the light rail should run up 4th Avenue, because 5th Avenue, you displace a lot of small businesses. On 4th Avenue, from Jackson all the way to Union Street, there's probably two, three family businesses that would be displaced because of going right through the financial district. BETTY LAU: Not to mention the area along in here, a lot of small mom and pops. And it's a disproportionate impact, again, on a community of color. It's just like what's happening in the Central District has now moved on to happen to us, and that's not right. And that hasn't been factored into any criteria that they told us about in these meetings. It's just taking advantage of the non-English-speaking population and the lower-income folks, yet again.

Communication ID: 351583

Name: Barry Blayton

Comment:

I'm the cochair of the Alliance for Pioneer Square and the cochair of the Pioneer Square Business and Improvement Alliance, and I'm the cochair of the Chinatown/International District BIA. My office is on Jackson Street, about three blocks down into Pioneer Square, and I use the light rail frequently. We have about 35 people that work in our office just down the street, and 25 of them probably use public transportation and specifically the Chinatown/International District station. So I guess what I'd like to start with is that even though we call it the ID/Chinatown station, it really does serve at least half of Pioneer Square and certainly half of the Stadium District. And so I think to that end, it's important that we look at it as the gateway it is, certainly to Chinatown and the International District, but to also Pioneer Square, the Stadium District, and really all of downtown Seattle. So as I look at visioning for the future, I look at this as we have some immediate concerns, because we want the small businesses to do well during this construction, and it's hard to do that. We want local culture to do well and to continue to grow and thrive. But we also have to look at this as a hundred-year plan. It's not five years or ten years. And everybody gets exacerbated that it will be 2035 when it's finished, but it's 100 years from 2035, what it's going to be in 2135. And so to that end, I look at this as potentially the most relevant transportation hub in the Seattle metro area. About every kind of transportation intersects here. East Link will intersect here. Not just the light rail, but the bus system, the Amtrak system, the streetcar system, everything intersects here. So that's a huge opportunity for all of these neighborhoods. And my hope is that whatever considerations they consider, they do it deeply. It's not about -- well, not just about today's budget constraints. It's not just about today's issues with a specific business or two. While those are important, it's how do we make this a great opportunity for the entire city to enjoy Chinatown/International District and Pioneer Square and the Stadium District, and that's my hope. Also, Union Station, this building, is phenomenal. This is our version of Grand Central. We have to be smart enough to figure out how to use this for the intended purpose it once had, which was to be a transit hub. This seems to be kind of a pivotal thing we have an opportunity to do something about, and I keep being assured it isn't possible for several reasons, including that it's a really historic building, which is all the more reason we should do something with it. So my hope would be that we could figure out something smart to do with Union Station in conjunction with this whole project. My email is bblanton@blantonturner.com.

Communication ID: 351585

Name: Mary Fehrenbacher

Comment:

I continue to think of reasons why the proposed elevated light rail is a bad idea. If the proposal is approved and implemented, I feel that many people will move out of West Seattle, affecting tax revenue, population, property values, etc. The entire area will change. I appreciate the fact that you are thinking long term, but you must also consider the human factor. How do people feel about their neighborhoods? What about their lives? Do they continue to do home improvements? Do they want to live in an area where light rail would be going over their homes? There are so many factors to consider other than the cost to build an elevated light rail.

We moved to West Seattle from Kentucky over three years ago. We decided on West Seattle because of the neighborhood feel that we got. What you are proposing would either wipe out the homes behind us on 41st or wipe us out on 42nd. Either option will affect our home values and our lives. We have made a economic investment in West Seattle and took a financial hit with the move. Maybe it is time for the Transit System to consider making a financial and human investment into West Seattle.

Thank you for your consideration.

Mary Fehrenbacher

5646 42nd Avenue

Seattle, WA 98136

859-912-1313

Communication ID: 351637

Name: Robert Kuehn

Comment:

for Downtown to Ballard section

Specific Routing topics of study:

· Study the Level 3 “Brown Line” from the tunnel portal west of Elliot Avenue to a surface station at Galer Street, continuing the “Brown Line” on the surface to the south end of the Interbay Athletic Complex Ballfields and then following the Level 3 “Blue Line” from the Interbay Athletic Complex Ballfields on the surface under Dravus Street to a surface station in Interbay located at Dravus Street west of 17th Ave W, from there continue into a tunnel under 14th Ave W to an underground station located at least as far west as 15th Ave NW and Market Street in Ballard.

Also study an underground station further west at 17th Ave NW and Market Street in Ballard

regards,

Robert Kuehn

3247 Magnolia Blvd W

Communication ID: 351643

Name: Mark Weed

Comment:

April 1, 2019

Mark A. Weed

1221 1st Avenue

Apartment 523

Seattle, Washington 98101

And

1618 260

th Street East

Spanaway, Washington 98387

West Seattle and Ballard Link Extensions

c/o Lauren Swift,

Sound Transit

401 S Jackson Street

Seattle, WA 98104

RE: SODO Light Rail Station and Alinement Scoping Comments

To Whom it may Concern:

I wish to promote the success of Sound Transit's overall efforts to improve mobility in the Puget Sound Region. This interest was furthered as member of the expert review panel that reviewed the proposed ST 3 plan that went to the voters November of 2016. I have since provided ongoing input to the West Seattle to Ballard Link Extension process now underway including general and specific advice. To associations, community groups and property owners. And am specifically advising a land owner with property adjacent to the 6th and Lander Station. In that case we have come to support the alinement and general placement of the South Lander Street SODO Station within the SODO Segment of the ST-3 Link Extension as presented in the Scoping Documents.

However, I encourage improvement and further refinement to the SODO rail placement in the corridor, station planning and final design. These planning enhancements are meant insure robust usage of the SODO Station, improve street level access, activity and safety at Lander and Holgate, and promote connectivity with other transit service providers.

Specifically, I seek consideration of the following:

Abandon surface rail options and elevate both sets of rails – from Lander to beyond Holgate. And move the Station closer to Lander. Elevating results in a free flow of those streets at ground level. And

moving the Station south provides better visibility and access. I believe this encourages a friendlier safer public environment. Cost/time effective and when complete will provide better SODO Station

connectivity and usage.

Please consider the following detail:

Alinement Configuration

• Elevating the tracks can improve the free flow of commerce and pedestrians at the Lander and Holgate rail crossings and neighborhood. Better visibility, less confusing and preferred by the neighbors

• Elevating the tracks eliminates the disruptive nature massive concrete overpasses would pose local businesses and pedestrians at Lander and Holgate and the degradation they would bring by walling off sections of the neighborhood. And encouraging bad behavior (informal survey of law enforcement prefers an elevated alternative)

• It can be demonstrated the elevated alternative can be phased working around and with the current rail alinement, improving the existing station operations and when complete I believe can preserve all or most of the E-3 bus way and bike path (important to the transit and bicycle communities)

• Specifically elevating the tracks is technically and financially feasible. This alternative eliminates two expensive overpasses (proposed at Lander and Holgate) and the elevated option is expected to be cost comparable to the surface options with the overpasses (when “all” construction and economic impact costs are considered). Note the line approaching Lander from West Seattle is already slated to be elevated and Sound Transit has extensive experience and success with elevated construction

• Furthermore, overhead work will be less disruptive to east west traffic and the neighborhood during ST 3 construction. One must assume overpass construction will take two or more years (very disruptive to freight and people movement and the long-term economic well-being of the neighborhood) whereas elevated work would consume only short manageable street closure periods

Platform Consideration

• Request the SODO station be moved/extended south closer to the Lander Street ROW to improve visibility and pedestrian access. This appears under consideration and I seek the possibility to be integrated within the plan. And that Sound Transit commits to best practices

while working with adjacent property owners and Metro Transit to insure easy integration with

TOD development and transportation networks at 6th and Lander Station location

• I also see value in same-direction, cross-platform transfers at the SODO Station between the

two rail lines. It has been pointed out to be more user friendly and in the longer term beneficial

when the two lines are complete and fully integrated – and as transfer loads increase. May be a

detail but not one to be lost as design progresses

I also encourage Sound Transit investment in sidewalks, lighting, street crossings and landscaping to

improve the pedestrian environment and safety within reasonable proximity of the SODO Station.

And seek that Sound Transit affirms locations like SODO Station are transportation and activity HUBs.

Where regional bus systems, high occupancy vehicles, bike ways, pedestrians and SOVs can easily

connect with the light rail. That means working with the private sector neighbors to establish bus bays,

drop off zones and reasonable short- and long-term parking. And continue their active engagement

with the various agencies (i.e. Metro Transit, the Port and SDOT) and stakeholder groups providing the leadership to further this vision.

In addition, with the above thought in mind, I look for Sound Transit to further encourage the City of

Seattle to rezone the area around the SODO Station to insure beneficial activity, multimodal connectivity and transit-oriented density. That promotes the long-term success of the Station.

I appreciate consideration of these thoughts and the effort Sound Transit and its staff has invested in the planning of the West Seattle to Ballard Link Extension.

Mark A. Weed

(206) 949-5582

Communication ID: 351644

Name: Thomas (Tom) S. Craig

Comment:

Tom Craig

3603 13th Ave West

Seattle, WA 98119

(206) 321-2892

March 29, 2019

West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

RE: Ballard Link Extension - Interbay Route & Salmon Bay Crossing

Dear Lauren:

As a property owner that stands to potentially suffer significant impact to the value of my property as a result of the Ballard Link Extension, I am concerned about the degree of sound mitigation that will be designed into the project with the route options through Interbay and across Salmon Bay. For the elevated options that run on the East side of 15th Avenue West (including elevated trains entering and exiting a tunnel), there will be considerable noise pollution to the residences along my block, including my home. I have great concerns about the possible loss of value to my property as a result of sound pollution.

Before moving to Seattle in 1996, I spent 6 years in Chicago and lived near the Elevated Train ("The El"). I know firsthand how loud and disruptive the train can be when if runs by residences.

As part of the design and scoping process, please make sure that noise reduction is a significant emphasis and the realistic cost for the design and implementation of state-of-the-art noise reduction technologies is professionally addressed and included in the overall cost budget.

Respectfully,

Thomas S. Craig

Communication ID: 351657

Name: Martin Westerman

Comment:

Greetings folks,

Your online West Seattle and Ballard Link Extensions - Welcome forum doesn't work after the identification pages are completed. So I'm submitting my comments by e-mail:

As a resident of West Seattle, I want to see ST3 minimize displacements, relocations and other people impacts; minimized noise and sightline impacts, and maximum retention of neighborhood character, and health for businesses.

The best ways to minimize negatives and maximize positives include:

• Placing a Delridge light-rail station in the north end of Delridge Playfield, and redeveloping the Parks Dept. facility

• Maximize tunnel options — re-introduce The Purple Route into consideration

• Place one light-rail station on Andover, midway between Delridge Way and Avalon. This can potentially provide significant cost-savings, and keep Sound Transit on budget. This location will draw from multiple neighborhoods: the apartments and condos along Avalon; from the single-family neighborhoods of Delridge, Pigeon Ridge, and Avalon; plus, riders transferring from the multiple transit routes that run along both Delridge and Avalon.

• This Andover Street area west of Delridge Way is currently blighted and ripe for redevelopment. There are parking lots and large shoulders that can be developed into a transit hub plus Transit Oriented Development.

• Causes minimal impacts on residential properties. This routing saves the Youngstown neighborhood.

• Minimal impacts on businesses

• Minimal neighborhood construction noise and NO construction impacts on residential neighborhoods.

• Minimal noise infiltration to residential areas from light-rail operations.

• Requirement: An honest dialogue with Nucor Steel to coordinate construction so to minimize construction impacts.

The Youngstown neighborhood is dense, with people of diverse of incomes, ethnicities, ages and life styles including families with young children, retirees, and multi-generational households; mixed and affordable housing; easy access to the city core; and proximity to transit. Among the residents are many with low incomes and families of color.

“Planning” for West Seattle since the 1970s has been poor. If light rail was considered, it should have been incorporated into designs for the West Seattle high bridge, so a third, cross-Duwamish bridge needn't have been built. The light rail authorities should have worked closely with SDOT, the planning dept. (now SDIC), Metro Transit, and other Seattle and King County agencies. Instead, massive development and short-sighted construction have cramped our ability to lay light rail into West Seattle.

While I favor an aerial tramway akin to those in Portland, Crystal Mountain, New York and elsewhere, because it could be built 10 years sooner for 50%-80% less cost and is not slope-challenged, it is also harder to scale up, and harder to build with curves.

So, I oppose the “Orange” or “Yellow” elevated line running across the residential East Alaska Junction Neighborhood, and want it removed from further study in the EIS. It was never considered in initial ST3 project development, doesn’t reflect the ST3 ballot language, and until recently, was not shown and discussed in public. Also, this option would destroy an entire area of historic homes and divide neighborhoods in ways similar to how I-5 truncated west Capitol Hill above downtown.

I support studying tunnel and elevated guideways from Delridge the Alaska Junction Urban Village, ending with a north-south alignment ready to extend southward. And I urge you to boost your outreach to area neighbors and stakeholders.

Thanks,

Martin Westerman / male / 98136

Communication ID: 351658

Name: Anne Bradfield

Comment:

Hello,

I'm a resident of the Youngstown neighborhood in West Seattle. My family of four (myself, my husband, and our two kids ages 4 and 7) live at the corner of 26th Ave SW and Dakota Street — just kitty-corner from the Youngstown Flats apartment building. Our kids go to school in the immediate neighborhood (my son at Pathfinder K-8 and my daughter at a preschool a few blocks south on 26th). We are a lower-income family, with our sole income coming from a floral design business that I own.

I've attended several of the Sound Transit community meetings to learn about the overall process and potential routes leading into West Seattle. I am excited about light rail coming into West Seattle, and I appreciate that cities are fluid entities, always changing with the needs of the population. That said, I would love to see routes other than the Blue Option explored more fully. The Blue option would cut diagonally through our densely populated neighborhood, displacing many homes for people of all generations, ethnicities, and income brackets. I realize that ANY route will displace some homes, but it seems that the Blue option will really lay a wallop of a punch, as compared to the Purple routes or the routes that lead up Yancy/Andover.

While our home would likely not be in the buy-out path, I am concerned about the high levels of construction traffic, noise, and dust. I have also heard that 26th Ave SW might become a bus route if the Blue option is selected. Our street is so narrow and so overly congested in the mornings already, as people use it as a bypass to the heavily trafficked Delridge. If I try to head southbound on 26th in the morning, leaving my house, I might as well forget it. Being a single-lane street with all the cars bumper-to-bumper northbound, it's a futile endeavor. I cannot imagine how buses would navigate that traffic (and add to it).

In closing, I hope that Sound Transit will continue to consider other routes with less impact on high-density housing areas. Thank you for considering,

Anne Bradfield

Owner & Creative Director, Floressence

website | instagram | facebook

5628 Airport Way South, Ste 240, Seattle 98108 | open by appointment

Studio land line (no text) 206-763-5573

Communication ID: 351659

Name: Jenny Sun

Comment:

To whom it may concern,

I read news about the two alternatives. They are very expensive and not affordable at all. We should stick to the original plan which the voters passed in 2016. Any big modification will violate the trust from the voters.

Thank you.

Jenny

Communication ID: 351660

Name: David Christensen

Comment:

Please don't waste the ton of money building ta Delridge tunnel.

Communication ID: 351661

Name: Mary Jane Michaels

Comment:

Please put the transit link underground so as to preserve our neighborhoods.

Thank you.

Mary Jane Michaels

Sent from my iPhone

Communication ID: 351672

Name: Alex Wheeler

Comment:

Please continue to build a large, reliable, and nation-leading train system. I- and posterity- thank you!

-Alex Wheeler

Communication ID: 351680

Name: Dale Menchhofer

Comment:

This is a lightly edited version of the text from my Seattle Transit Blog post. Revisions are indicated with brackets.

[I propose] a new option for the Interbay – Ballard segment of the West Seattle – Ballard light rail project that is measurably and significantly better than any of the remaining official options. The major components are (1) an aerial bridge over the BNSF rail yard, (2) an optional station at Fisherman's Terminal, (3) a shorter tunnel under Salmon Bay, and (4) a station at 20th Ave NW and NW Market St.

This option has the highest possible value—retaining the high quality of a tunnel, but with significantly higher ridership, and at a competitive cost. In fact, it has a lower capital cost per rider than any of the official options. It has opportunities

to turn Port of Seattle and BNSF into 3rd party funding sources, instead of potential adversaries. In spite of its superior characteristics, the only hope it has of becoming the preferred alignment is if enough [citizens] support it in 'scoping' comments.

Intro: why this option is optimal

The best possible ridership puts the station location in the center of the urban village, at 20th Avenue and Market Street. This location is closest to all of the current density, and closest to potential future development.

This option uses the shortest tunnel possible for crossing the ship canal of any practical location. It is about 10-12 % shorter than the 14th or 15th Avenue tunnel options. It is 28% shorter than the "BNSF West/20th Tunnel" option[rejected in Level 1 scoping]. The shorter the tunnel, the less costly the option. The limiting factors preventing the tunnel from being even shorter are (1) grade and (2) allowance of [enough] feet between the top of the tunnel and the bottom of the ship canal. [I initially anticipated a 5% grade, but had to increase it to something closer to 7% in order to get under the 12 foot (outer diameter) sewer under Commodore Way. That's is less than ideal, but still acceptable, since a portion of East Link (descending to International District station) uses a 7% grade. I assume ground stabilizing grout would be used to protect that sewer, plus related features near Metro's Ballard regulator. Once a light rail tunnel is deep enough to get under the sewer under Commodore Way, it can be well more than 25 feet below the ship canal. It has to be, to get under the future CSO tunnel, 51 feet below the surface. Going deeper and veering east of the siphon and regulator added some distance, so the advantage is now less than 10-12%.]

In order to reach the shortest possible tunnel, it is necessary to bridge over the BNSF rail yard. I acknowledge that would generally be unwise, but in a later section, I explain why this route is different; why it is uniquely feasible. [I know much more about BNSF than the average citizen, in part because of having numerous conversations with the former head of what was the WSDOT Freight Rail office, and in part because of listening to people who work for BNSF in various capacities, who frequently spoke about freight rail matters at monthly meetings I used to attend, for a duration of at least two decades.]

There is no practical route using a high fixed bridge to reach a station on 20th Avenue, because of impacts on the legally protected Ballard Landmark District. A tunnel is the only way to do it that does not sacrifice quality.

This option has [three] additional advantages.

It has a net reduction in properties taken, thereby reducing cost further. [Magnolia Pizza and Pasta, Sunny Teriyaki, Magnolia Food Mart/76 versus multiple buildings for Keller Supply Kitchen, Wesmar, ToteVision.]

By eliminating a curve, the Interbay station can actually be at Dravus Street, a better location.

[Although this option has challenging constraints, they appear to be less challenging than a high bridge to 14th. Just bridging over the interchange on 15th would be challenging enough.]

14th and 15th Avenue options have significant drawbacks

Without this option, the option most likely to be chosen as the preferred alignment is the 14th high-bridge option. The simple reason is that it would be the only option left after discarding the drawbridge option, which the public has loudly denounced, and the tunnel options, which add too little value for the money. [The representative alignment also makes 2 docks unusable. The Coast Guard probably would not allow it.]

A station on 14th would be[disastrous for ridership]. It would invite derision by critics as a "line to nowhere." It would jeopardize the chances for passage of any ST4 proposal.

Avoiding complete disaster for the high-bridge option would require finding some way to get the station located on 15th instead of 14thh. That would likely involve taking a LOT of expensive properties. Adding still more expense, a station at 15th requires 3 pedestrian bridges to function reasonably well. One bridge would have to cross Market east of 15th for the sake of transit connections. To keep the walkshed from being severely stunted, a bridge would be required across

15th, and a third across Market west of 15th. A station on 14th does not need one for transit connections, but does need the latter two, in order for the walkshed to extend anywhere beyond 15th. [In order to accurately draw the walkshed boundaries, I used a stopwatch to time_every_traffic signal in Ballard.]

Possible paths to selecting this better option as the preferred alignment

Because this 20th Avenue option costs less than the existing tunnel options, and would have substantially more ridership, making a case on the basis of lowest cost per rider might be just enough to win approval.

The second path to success emphasizes avoiding a poorly performing station on 14th. There is a reasonable chance that the added costs necessary to scoot the line over from 14th to a station on 15th, plus the costs of adding pedestrian bridges, might add up to a higher total costthan a better 20th Avenue option.

If two options are advanced as preferred, as ST staff have indicated is a possibility, then one would be a cheaper option, and the other would be contingent on securing 3rd party funding. In that event, we would want the more expensive option to perform better than what a station at 15th can do. If the only path to this better option depends on 3rd party funding, then this option has a realistic way to get Port of Seattle to become that partner. This route has an optional added station at Fishermen's Terminal which could supply the incentive and justification they would need. (It would perform reasonably well too, with bus and bicycle connections, and a respectable amount of employment in the vicinity.) [Mike Stewart, Executive Director of Ballard Alliance, indicated that a Transportation Improvement District mechanism would be a more likely funding source. That would be a far easier sell with a better station. I distributed 120 flyers in Ballard, primarily given to business owners or managers. There was almost universal agreement that a station at 20th would be quite useful, while a station east of 15th would have little benefit. In an effort to get Port of Seattle and BNSF buy-in, I contacted Stephanie Jones Stebbins, Maritime Director, who wrote the long-range plan for Fishermen's Terminal. I also contacted a representative for BNSF Real Estate, Tim Sharman of Jones Lang LaSalle Brokerage, because I know that BNSF has been interested in similar projects elsewhere in the nation. I have not heard back from either of them, but of course, if they are interested, they would much rather interact directly with Sound Transit.]

Re-examining the "West of BNSF/20th/Tunnel" option

The only prior option proposing a station on 20th was discarded in Level 1 scoping. The reasons are summarized on page 50 of this[document]. The principal reason was due to the high cost of a longer tunnel. I have already explained that this new option has the shortest possible tunnel, so that reason does not apply.

ST says that the 20th station would require "construction and displacement within Ballard core." The map on page 50 shows the station spanning Market Street, which implies an open pit to construct the station, disrupting busy Market Street. In contrast, the option I am presenting puts the station immediately north of Market. Since the tunnel would be bored under Market, this station placement avoids disruption of Market Street. (Access to station entrances on the south side of Market would be mined.) This station placement also brings the platform about 10 feet closer to the surface and slightly improves the walkshed.

20th is a far quieter street than Market, so a cut-and-cover technique ought to be sufficient, especially since there are standard techniques to keep one side of the street open at all times, and to install a temporary lid as soon as possible. If these techniques are not deemed sufficient, then the station and tail track can be mined. That is more expensive, but if it is the only way to get a better station location, so be it.

The bubble chart on page 49 identifies two more criteria ranked as "lower Performance." I believe "Engineering Constraints" expresses concern that the right of way on 20th might be too narrow to allow uninterrupted sidewalk access while excavating the full width of a station. If so, the solution is once again to mine the station, although cheaper conventional techniques could still be used for the narrower tail track.

[I measured the wall-to-wall width of the Capitol Hill station (using trigonometry, not intruding onto the tracks!) If an additional 3 feet on each side is sufficient for construction of retaining walls, and permanent walls within those, then

there is still room for 5 foot wide sidewalk access to all addresses on 20th. If that is too tight, elevators and stairs, etc., can be pushed to the ends of the platform, thus allowing the platform to be narrower. In short, I do not believe the width of 20th is too narrow.]

"ST Long Range Plan Consistency" apparently means that expanding the line north would require expensive tunneling to get to daylight on 15th. That is so, but at least it has a clear path to do it. In contrast, there is no good way to extend north from an elevated station on 14th. As for extending north from an elevated station on 15th, ST staff has said that there is enough room to squeeze past the new building still under construction, but since the available area is narrower than that for the representative alignment over on Elliott Avenue, call me skeptical. Regarding inability to turn the line toward UW, Ballard-UW is better done as an intersecting line, not as an extension.

20th Avenue is centered on the urban village

Census tract 47 extends from 8th Avenue to 24th Avenue, and from 60th Street to the Ship Canal. In 2018, the area of the tract west of 15th had 2 ½ times more population than east of 15th. And it has been pulling away. In percentage terms, it grew 4 times as much from 2010-2018 (86.6% vs. 21.8%), and 3¾ as much in the prior decade.

A 5 minute walkshed for 20th captures most of the taller buildings in the area, while 15th reaches a small fraction, and 14th reaches only a handful of buildings. A 10 minute walkshed for 20th gets to all except far-flung buildings at or beyond the corners of the urban village. The 10 minute walkshed for 15th barely gets to 60%. 14th doesn't even get to 20%.

Land uses other than housing also favor 20th. The cinema alone generates 300 trips every weekend night. The hospital alone generates about 500 trips daily, for patient visitation and outpatient purposes, that is, not counting employee commuting. [Hospital employment is about 700.] Both of these examples, cinema and hospital, are easily within the walkshed of 20th, but are outside the 5 minute walkshed of 15th.

Anyone at all familiar with the neighborhood knows that for every single retail store, restaurant, coffee house, bar, nightlife venue, or professional service business in the walkshed of 15th, there are approximately 10 examples of them in the walkshed of 20th. About all that 14th can claim are 3 brewpubs, a set of hair salons, [a gymnastics academy] and a thin veneer of low-rise apartments bordering 14th or Market.

Sound Transit[found] (p. 29) that a station on 17th generally had a couple thousand more daily riders than one on 15th. Given the demographics and land use patterns I've described, this seems like an understatement. Furthermore, a station on 20th should amplify the trend.

14th would get few riders except those who transfer from a bus. 20th would get all of those, plus perhaps almost as many on foot. In other words, the ridership for a station at 20th may well be close to double that of a station at 14th. 15th would be somewhere in between, but closer to 14th. If we were to rank ridership using the bubble chart method, 14th would deserve an empty circle, 15th a half circle, and 20th a complete, filled-in circle.

A huge swath on the south side of the walksheds for both 14th and 15th is consumed by land uses that generate little pedestrian traffic: auto services, contractors with trucks heading to jobsites, and manufacturing. Even after construction impacts are past, a station at 14th or 15th would threaten the long-term viability of those businesses. [I walked all of the streets in Ballard, except a few that were obviously residential. I noted the existing land uses.]

In contrast, a station at 20th would be surrounded by compatible land uses: numerous tall apartments and condos, a denser employment base, retail, hospital, professional services, restaurants, bars, coffee houses, entertainment and nightlife. Once a station is built near those, increased foot traffic will help them thrive.

Even if the boundary of the urban village is extended east, as has been proposed, and even if the current single family dwellings were all replaced by dense redevelopment, these stations would still underperform! A large fraction of the walkshed would still lie outside the upzoned area, and would still have incompatible land uses. Also, a station still close to the edge of the density can never catch up to a station in the center of it.

The cycle time of traffic lights at the intersection at 15th and Market is inherently lengthy, due to high vehicular volumes and left turn signals for every direction. Consequently, it takes up to 2 ½ minutes to cross in any direction. Crossing in both directions takes up to 3 minutes. The average is a bit less, but I used the maximum in determining the walkshed boundaries, for two reasons. First, people are annoyed by long waits more than they notice shorter waits, and perception matters. Second, in order to arrive on time, any rational traveler has to plan for the longest likely travel time.

Since 5 minutes is the average time for a ¼ mile walk, these lengthy delays cut the southwest quadrant of the walkshed down to 2 ½ blocks, and the northwest quadrant to a meager 2 blocks.

Bus-rail integration

The location on 20th works better for buses in ways that are not obvious. We should assume that existing bus routes 17, 18, and D would terminate wherever the station is located, consistent with the[Metro Connects 2040 vision].

Given that, a station at 14th or 15th wastes bus service hours for routes 17, 18 and 40, but a station at 20th does not. For the RapidRide D, 20th is a better new terminus than 15th for all the same reasons as for light rail. Ballard is a significant destination. It is better to not have the RapidRide D stop ¼ mile short. [The waste for routes 17 and 18 is because they would have to travel farther to reach the station. The waste for route 40 is because deviating to a station at 14th or 15th adds several blocks of mileage, without adding service or attracting more riders.]

Finally, 20th works as well as 14th for bus-rail transfers without crossing a street, and better than 15th.

Compatibility with BNSF operations

This route is unique, in that it appears to be the only route which can bridge over the BNSF rail yard without interfering with current operations or potential future changes. To explain why, as succinctly as possible, understand that horizontal and vertical access to trains is essential at sidings, not at switches (south end), nor by the yard office (north end). Also, significant restructuring of the track layout in the future is unlikely, because the current layout already maximizes use of the available land.

Like the existing options using Thorndyke, this route would be on the east side of BNSF to Dravus. But north of Dravus, it would head straight to the conveniently diagonal stretch of Emerson Place. To avoid placement next to sidings (or storage areas), support columns would be just east of the gravel maintenance path clearly visible in satellite images. But then, as it nears the yard office (attached to the old roundhouse), support columns would be on the west side of the path. Adjacent to the yard office, to keep columns out of the way of all traffic, a column could be next to a landscaped island, and others immediately north and south of the small parking lot, in the no parking zones.

The real estate arm of BNSF may have long-range plans to lid over the less used northeast wing of the yard, in order to derive new revenue from what could become several blocks worth of new urban density. If they have any interest in such a scheme, BNSF could become an additional 3rd party funding source. The optional station near Fishermen's Terminal would be well placed to serve the resulting new neighborhood.

Compatibility with Fishermen's Terminal

Even though this route is adjacent to Fishermen's terminal, it avoids any conflict with port operations by skirting clear of the waterfront. Continuing north after bridging over BNSF, the route would cross Emerson Place, to run on the north side of the street. This avoids power lines on the south side. The parking lot for Fishermen's Terminal provides a buffer area, maintaining sufficient distance from any possible conflict. The route then crosses above 21st Avenue and uses a convenient hill to transition to a tunnel portal in the vicinity of a gravel parking lot just north of a gas station. Running the route under 22nd avoids the waterfront, and happens to add just enough distance for the tunnel to get under the ship canal. [The map indicates a tight curve at the portal. In actuality, the curve radius can be twice as great as for the existing curve south of Sodo station. When I plotted the curve, I found that the tunnel portal would actually be at the west edge of the strip mall attached to the gas station, not in the parking lot north of it.

Putting the alignment on the north side of Emerson may create to many difficulties with building C-14 of Fishermen's Terminal. The alignment could be on the opposite side of Emerson, if the power lines can be relocated, and if support columns are sufficiently out of the way of the bicycle path below. It is a wider right-of-way than on the north side. West of the end of the bike path, there is enough space for an alternate tunnel portal location. That pairs better with tunneling under 23rd Avenue. That portal and route only makes sense if the objective is to get deeper with a gentler grade, because it would add to tunnel length. A route on the south side of Emerson can bridge across Emerson to head to the portal near the gas station.

More cost savings can be obtained by using cut-and-cover construction on 22nd Avenue, for as far north as practical. That would probably require temporary bridging over the cut to maintain truck access to businesses, but that is easier in this industrial neighborhood, which has little pedestrian traffic and no sidewalks to cope with.

If a third party pays for an additional station at Fishermen's Terminal, it could provide a winning solution serving the needs of 4 entities. There are few places in Seattle where a new dense neighborhood can be created. The vicinity around a station at Fishermen's Terminal could be the rare exception. As long as new development is compatible with the fishing industry, Port of Seattle could benefit, not only by having a convenient station close to an existing port facility, but also by making more effective use of their real estate. BNSF could have a new revenue stream without interfering with yard operations. Sound Transit could gain additional ridership. City of Seattle could gain much needed housing, and office space. King County Metro might be a 5th benefiting entity, with the station used as the basis for a new route up Manor Place, past the numerous condos terraced on the eastern slope of Magnolia with no bus service today. From the top of the hill, it could replace the reverse direction part of route 24, which currently does a slow N-shaped route.]

Communication ID: 351698

Name: Sue Anne Sanders

Comment:

These comments mailed on March 29, 2019, from

Sue Anne Sanders, 1700 N W 58th St., Seattle, WA 98107

to

West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

In the last two years or so I have attended five ST community open houses on "West

Seattle and Ballard Link Extensions," including two of the three most recent. My

comments below are divided into three parts.

The first part consists of a couple of general comments.

The comments in the second part identify subjects that I believe should be addressed in

the EIS that ST creates for the entirety of the "West Seattle and Ballard Link Extensions." The comments in this part apply all along the project. They are not directed at any particular section of this project.

The comments in the third part give my opinions about what choice(s) I suggest that Sound Transit make when evaluating alternative alignments in the Interbay/Ballard neighborhood. The comments here relate only to the particular Interbay/Ballard section of the proposed alignments. These comments concern the three alternative alignments that cover the route from the northern exit of the tunnel under Queen Anne hill through Smith Cove, through Interbay, to terminate in Ballard. These three alternatives are (with names shortened):

ST3 Representative Project

Ballard Tunnel

Ballard Elevated

FIRST PART: INFO FOR SOUND TRANSIT

Alert: Though it is unlikely that ST would be fooled by this, observe that along 15th Avenue West, on the east side, at the corner of W Wheeler Street, there is a gap of 200 house numbers. The street sign on the northeast corner of that intersection says 2500 on the sign's south-facing side, and the sign says 2200 on the other, north-facing, side. This street sign is correct. The S.E. corner of this intersection is occupied by Elevators Local (Union), 2264 15th Avenue West. The N.E. corner of this intersection is occupied by Sherwin-Williams Paint Store, 2500 15th Avenue West. This is no joke. Please do not plan (and estimate costs) using non-existant city blocks. Said another way: on the east side of 15th Ave W there are no 23xx or 24xx street numbers. Still, at the same W Wheeler St intersection, on the west side of 15th Ave W, despite what the street sign on that side says, the Interbay P Patch bears the address of 2451 15th Ave W.

Separate subject. To get a sense of the appearance of a "fixed high bridge" at 14th Avenue NW (over Salmon Bay), perform the following exercise. Visit Wendy's on the corner of NW 54th Stand 15th Ave NW in Ballard. Go out onto Wendy's patio. Look to the ESE. You will see in the distance (it is true!) the Aurora Bridge. At about 164' the Aurora Bridge is about the same height over the water as the fixed high bridge in the Ballard Elevated alignment. But that Aurora Bridge is 2 or 3 miles away from Wendy's, while any Ballard Elevated alignment fixed high bridge (with or without superstructure

above the track) would be much closer, perhaps only about one mile away from Wendy's.

SECOND PART: TOPICS for ST3 EIS for WEST SEATTLE AND BALLARD LINK EXTENSIONS

In my opinion as a pedestrian, for my and others' safety against falling, it is best if sidewalks (i.e. around all ST3 stations or station entrances, where people must walk) are not made of (water) permeable material. My experience is that, especially when wet, the water-permeable surface is significantly more slippery than regular SDOT-compliant newly installed concrete, (Note: I am not talking about tree wells for which water-permeable material is fine.) I am aware of two stretches of such water-permeable sidewalks in Seattle, both installed in the last decade. One is on a slope, and I choose never to walk on it. The other is level and it is the sidewalk across Montlake Blvd NE from the UW ST light rail station which leads directly west to the buses (e.g. route 44) going west along NE Pacific St. If I want to catch a bus there, I have no choice. I must use the sidewalk. But I don't like it. And when I am there, I often ask myself why did Sound Transit and SOOT allow the water-permeable sidewalk to be installed where I have to walk. Thus, the composition of the material used to construct sidewalks around ST3 stations should be considered in the ST3 EIS I realize the benefits to the earth of using water-permeable materials, but I believe re sidewalks that the benefits to the earth are far outweighed by the compromised human personal health and safety that results. This would be true until the slippery-ness of the water-permeable surface improves significantly. Thus, the composition of the material used to construct sidewalks around ST3 stations should be considered in the ST3 EIS.

I do not wish that ST3 contribute to outdoor (nighttime) light pollution any more than necessary. Particularly, upward-directed lighting (at station or station exit, and along route for elevated or surface alignments) should be avoided wherever possible. Clearly, some outdoor lighting is necessary along the ST3 track for operation in general, for safety (including in emergencies and, in the case of bridges, for aviation). The reasons I don't want excessive light pollution of this type is because (1) it is wasteful, but also and more importantly (2) it may be harmful to health (pre-disposing to breast cancer), and (3) it compromises the earth's nighttime "dark sky." All of the present alignment alternatives show the Ballard station and (for the ST3 Representative Project and the Ballard Elevated alignments) the "tail of the track" within 7- 9 walking blocks of where I live, and within less than 7 blocks if measured "as the crow flies" for one of the

alignments. Therefore, ST3's nighttime outdoor lighting choices directly affect me.
am not an astronomer but I have been known to attempt amateur stargazing in Seattle. The encroachment of nighttime artificial light into the earth's "dark sky" is an issue affecting astronomers and amateur stargazers. Therefore, identification and mitigation of potential (outdoor) nighttime light pollution should be considered in the ST3 EIS.
For any elevated alignment option being actively considered, the ST3 EIS should show a plan to prevent, to deter, or to mitigate potential homeless encampments under the elevated alignment along its route. In other words, plan for this; don't retrofit this later after the ST3 West Seattle and Ballard Link Extensions is built I am not against helping homeless individuals, but recent experiences in Seattle and acoss the U.S. have shown the vulnerability of elevated transportation structures to fires. So, in the EIS, Sound Transit should consider adopting measures to avoid potential homeless encampments under elevated structures.
THIRD PART: COMMENTS CONCERNING ALIGNMENT CHOICE(S) FOR INTERBAY/BALLARD (SEGMENT)
I am restricting my comments concerning alignment choice to the part of the route between the (tunnel) exit from Queen Anne hill near Smith Cove and the end of the line in Ballard. You call this the "Interbay/Ballard" neighborhood segment.
You are considering three alignments for this part of the route:
ST3 Representative Project
West Seattle Elevated/C-10 5th Ave/Downtown 6th Ave/Ballard Elevated
West Seattle Tunnei/C-10 4th Ave/Downtown 5th Ave/Ballard Tunnel
The last of these alignments has two variations (entrance at 14th Ave NW or at 15th Ave NW).
The alignment I would prefer (mainly for visual aesthetics, but also for "good feeling" of the ride as experienced by the ST passenger) is the "Ballard Tunnel" alignment. When in a tunnel under the Salmon Bay at 14th Avenue NW, the ST passenger is likely more oblivious to descents, ascents, and curves than when the passenger is traveling on an alternative above ground alignment. Oblivious is how I feel today when I ride existing ST between Capitol Hill and the UW Station. For a (large $) price, the "Ballard Tunnel" alignment may remove what above ground would be significant problems and effects.
As for the visual aesthetics, the Ballard Tunnel alignment maintains the relatively pastoral sweep of the view of Ballard from the south side of the Ship Canal toward the

outline of Crown Hill in the distance, whereas in the other Interbay/Ballard alignments, a quite high (movable) or an exceptionally high (fixed) bridge intrudes and dominates the landscape.

Personally, for my preferred "Ballard Tunnel" alignment, I would accept either the Ballard 14th Ave NW station entrance or the Ballard 15th Ave NW entrance. However, I think if you had already decided to select the Ballard Tunnel alignment for Interbay/Ballard, and that if you then had to "sell" this Ballard Tunnel alignment to its potential Ballard ridership (in either its 15th Ave NW entrance incarnation or in its 14th Ave NW entrance incarnation) that much of the potential ridership would find it burdensome if the Ballard station entrance was on 14th Ave NW, and that potential Ballard ridership would prefer the 15th Ave NW entrance. This is a hunch I have. Note: Ballard up to NW 65th Street is platted with long, sometimes very long, east to west blocks, i.e. along the Streets. Thus, the actual distance between 14th Ave NW and 15th Ave NW at NW Market Street is effectively two blocks, not one block.

However, even though I might prefer the Ballard Tunnel alignment for the Interbay/Ballard segment of ST3, I really think it is fairly unlikely 16 years from now that the extra funds (hundreds of millions of dollars, what you say "requires funding partnership") for this neighborhood part of the Ballard Tunnel alignment option of the Interbay/Ballard ST3 section would be secured. Without the additional funds, this means that perhaps, thinking more realistically, I should consider one of the other two Interbay/Ballard alignments. So, I did.

Below is what I, a lay person and Ballard resident who is quite familiar with the entire Interbay - Ballard corridor today, would prefer as an alignment in the event that ST decides against the "Ballard Tunnel" alignment for the ST3 Ballard/Interbay section.

If there is no tunnel under Salmon Bay, then the options are the ST3 Representative Project alignment which includes a movable bridge (of height 70 feet above the water) and the Ballard Elevated alignment which includes a fixed bridge (of height 140 feet above the water).

For Ballard/Interbay segment, although there are many reasons (including the fact of having occasionally to open) not to adopt the ST3 Representative Project alignment (with movable bridge), the one aspect of this alignment that after all is said and done appears most appealing is the following. Save for a slight westward nudge before crossing Salmon Bay going north, and save for a slight eastward nudge after crossing

Salmon Bay going north, this movable bridge alignment is the non-tunnel Interbay/Ballard alignment alternative which minimizes elevation changes and also minimizes lateral (west or east) curves along the whole extent of the Interbay/Ballard segment. I expect this ST3 Representative Project (movable bridge) alignment would yield a "satisfying ride" as a passenger on this light rail line. This is true even if this alignment has to stop for marine traffic at the movable bridge.

Contrari-wise, I simply do not see how the Ballard Elevated (fixed high bridge) alignment can yield anything like a "satisfying ride" along the Interbay/Ballard segment. (Note: all descriptions here discuss this alignment going north.) With the Ballard Elevated (fixed high bridge) alignment, this Interbay/Ballard segment exhibits a significant lateral shift just north of the Smith Cove station at W Galer St. Also, this alignment exhibits while approaching and exiting the Interbay station at Thorndyke Ave W additional significant lateral shifts when the alignment heads north-east, only to correct and turn north in order to cross Salmon Bay using the high level fixed bridge proper. This Ballard Elevated alignment (after leaving the Interbay station at Thorndyke Ave W, where the station is at 46' elevation) incurs an extreme vertical change of 94 feet in a very short distance, which I make to be well under one mile, from the Interbay station at Thorndyke Ave W to the center of the Ship Canal marine channel (which is at 140' elevation). I think as a Sound Transit passenger, I would find this Fixed Bridge, but most particularly its southern approach, unnerving.

In fairness, both the Ballard Elevated and the ST3 Representative Project alignments must fly over-the entire W Emerson St- W Nickerson St intersection with 15th Avenue W. However, as described above, the ST3 Representative Project (movable bridge) alignment must accommodate only lateral changes as it flies over while the Ballard Elevated (fixed bridge) alignment must accommodate both lateral changes and vertical changes as it flies over. It appears that the ST3 Representative Project (movable bridge) alignment may maintain a primarily level trajectory even as its height over 15th Avenue W increases between W Dravus Stand Salmon Bay. This is because, today, 15th Ave W from the W Dravus St intersection slopes down to the Ballard Bridge as 15th Ave W travels north.

To me, the expected satisfying ride of the ST3 Representative Project (movable bridge) alignment outweighs some of this alignment's drawbacks, one of which is the plunking down of this alignment right in the middle of 15th Avenue W all along the extent of 15th Ave W to W Dravus St (after the alignment exits from the tunnel under Queen Anne hill near Smith Cove).

I also find some satisfaction in the ST3 Representative Project (movable bridge) alignment's siting of the Interbay station over the 15th Avenue West underpass at W Dravus St. This siting allows the Interbay station to serve the Magnolia community and the Queen Anne community equally well. This site of the Interbay station can be approached on foot from all points of the compass. Note: the alternative Ballard Elevated (fixed high bridge) alignment's Interbay station's site at Thorndyke Ave W cannot be approached from 360 degrees around, because at Thorndyke Ave W there would be virtually no pedestrian access from the northwest (across the railroad tracks). To add one last comment regarding what Interbay/Ballard alignment to choose: please do not resurrect any alignment that terminates in a Ballard station and "tail of the track" on 17th Avenue NW. 17th Avenue NW in Ballard is far too narrow. Note that 14th Ave NW is twice as wide as 17th Ave NW.

Communication ID: 351707

Name: Lingfang Zhang

Comment:

I chose 5th Ave. S. deep station. I strongly suggest the station name be Seattle Chinatown. And the exterior decoration of the station should show elements of the Chinese culture.

Communication ID: 351709

Name: Devin Fidler

Comment:

Hello,

While we are excited about the possiblity of the link extension, there is also concern for several neighbors in the 909 5th Ave building. If construction eliminates garage access, this will negatively impact the commuinity in the building with mobility issues. As I am sure you know better than most, it is tricky to find places downtown that are friendly to residents of diverse abilities. However, 909 has struck just the right balance to allow retirees to age in peace and mobility-impared individuals to continue to access seattle's downtown. I hope this will be taken into account before limiting access with construction on-site.

Sincerely,

Devin Fidler

Communication ID: 351710

Name: Henry Williams

Comment:

As owners at 5th and Madison, my wife and I support a midtown Link station that does NOT interfere with the 5th and Madison Condominium parking, storage & critical utilities and preserves. We have included more detailed comments and other options in our attached letter. Thanks!

April 2, 2019

My wife and I agree with the information presented by the Board of Directors of the 5th and Madison Owners that the plaza space between 901 and 909 5th Ave should not be considered as a preferred alternative for access to the mid-town underground station. We vehemently oppose any significant changes to our property that could damage the building structure, eliminate beautiful landscape and certified greenspace, take away needed storage and parking spaces, and reduce the overall value of our condo units.

As you may well know, 5th and Madison is surrounded by more green space than any other high-rise tower in downtown Seattle, which was part of the original design plans to Go Green. The City would set a very bad precedent if it were to take this land space through the eminent domain process. What developers would want to include Green Space in design plans if they thought that it could be taken by the government in the future by eminent domain? NONE! It's important to encourage greenspace infrastructure in the downtown area, not discourage it.

Like many, we also appreciate the need for more transportation routes through downtown Seattle, but we believe that are other options that may be more favorable to the City and its citizens. If it's land is needed, there is a large area on the west corner of 5th Ave and James, which appears to be County property that could be used for this SoundTransit link extension project. With this option, significant taxpayer dollars may be saved by using government owned property for the project, and the lives of the owners of the 5th and Madison property may be spared the years of disruption and investment losses.

Scoping around the area, there also appears to be more options for this extension project to be developed on the west side of 4th street between James and Madison. There's an open lot, open parking lot and several parking garages, all on 4th Ave.

Another option would be to continue the tunnel from the Internal District/Chinatown, 5th Ave across to 3rd Ave at the existing LINK station. Thus the existing stations on 3rd would be part of the extension route, which will save taxpayer dollars. From the 3rd Ave station, you can proceed north as far as you can, then angle the tunnel over to Denny. The existing stations on 3rd would require renovation, but would not require complete development from bottom to top. Since buses are no longer routing through this station, more Link route traffic could go through this station on 3rd. We are not engineers, and are only offering what appears to be good options to us. We hope for what's best for Seattle and we hope that this will include what's best for the 5th and Madison owners.

Sincerely,

Henry and Angie

Communication ID: 351711

Name: Nancy Craver

Comment:

I am writing to voice my concern over the elevated options being considered for the Alaska junction. If further funding is needed then please start pursuing it.

Genesee and Oregon are established neighborhoods with several schools and playgrounds. Aside from the eyesore and noise factor, the streets and Oregon especially, are already dangerous.

Nancy Craver

Communication ID: 351712

Name: Eric Orlin

Comment:

As a resident of West Seattle, I want to see ST3

Reduce vehicle congestion in the WS Bridge Transportation Corridor, the busiest in the city, which carries more than 122,000 vehicles per day

Minimize displacements, relocations and other people impacts; and impacts on enterprise zones within and around the Alaska Junction Urban Village;

for the completed project, mitigate impacts to views, and impacts to historic buildings and neighborhoods;

Create significant, tangible improvements to affected neighborhoods, as well as retaining neighborhood character, and supporting local businesses

Limit negative impacts to sensitive environmental areas on Pigeon Point and at Longfellow Creek

My preference would be for the Purple Line, which includes tunneling, and therefore will be less disruptive than 150 foot-high. And I STRONGLY oppose the “Orange” or “Yellow” elevated line running across the residential East Alaska Junction Neighborhood. These options were never considered in initial ST3 project development, don’t reflect the ST3 ballot language, and would destroy an entire area of historic homes and divide neighborhoods. Perhaps this is why that option was not shown and discussed in public until recently. I don’t need people making decisions about my neighborhood behind closed doors.

Therefore I support studying tunnel and elevated guideways from Delridge the Alaska Junction Urban Village, ending with a north-south alignment ready to extend southward for linking with Burien Transit Center and SeaTac Airport.

Thank you,

Eric Orlin

Seattle, WA 98116

Communication ID: 351713

Name: Arnold Becker

Comment:

I am completely opposed to the Yellow Line overhead proposal that would place a structure over the West Seattle Junction (California Avenue SW/SW Alaska Street). Doing so would dramatically change the look and community of West Seattle. Its impact is immeasurable, but clearly undesirable. .I believe the system would best serve the West Seattle community if placed underground.

My first choice is an underground tunnel that would empower the community by providing easy access and the lowest impact on our community. The Junction area benefit from public access to an a business and social community unencumbered by the unsightly structure and environmental impact from loss of sunlight.

The "red line" proposal is a reluctant second choice. Fauntleroy Way would have less impact on the community of the two elevated options. Investing in a tunnel is the best way to spend our transit dollars.

Sound Transit gave us the 570/560 to get us to vote for funding back in the 90's. First the service in to Downtown Seattle was taken away. Then the direct service from California AV SW by way of the Alaska Junction and Morgan Junction was deleted. Please renew your commitment to serving our community by giving us a low impact option into West Seattle. We have been funding ST and hope that you will do the right thing by minimizing the visual, environmental and economic character of our community.

Thanks,

Arnold Becker

3935 SW Webster ST

Seattle, Wa 98136

Communication ID: 351715

Name: Jeremy Talton, Sherry Talton

Comment:

I am my wife appreciate Sound Transit ("ST") providing the opportunity for public comments pertaining to the ST3 West Seattle and Ballard extensions (the "ST3 Downtown Project").

My wife and I are residents of the 5th and Madison ("5M") condominium building located at 909 5th Avenue between Madison and Marion streets. The 5M building is a 24-story condominium building with 124 units on the corner of Madison and 5th Avenue. Residents of 5M share the block with 901 5th Avenue ("901") which sits on the corner of 5th Avenue and Marion. In between the 5M building and 901 is a plaza which provides a bit of greenery and an outdoor seating area (the "Plaza"). Underneath 5M, 901, and the Plaza is a 7 level parking garage that runs the length of 5th Avenue between Madison and Marion (the "Parking Structure"). This Parking Structure serves both the 5M building and 901. Additionally, the Parking Structure houses many building critical systems for 5M and storage facilities for each unit owner of 5M.

We recently noticed that between Phase 2 and Phase 3 of the planning, the proposed midtown station location for two of the three remaining alternatives of the ST3 Downtown Project moved from between Madison and Spring streets to a station location between Madison and Columbia streets. This would put the station right below the 5M building instead of a block over. While the initial literature from ST contained the potential station locations (including the midtown station), it did not include any corresponding information concerning the entrance(s) for the stations. Many 5M

residents are worried that entrance to the proposed midtown station would go through the Plaza or the Parking Structure servicing 5M's parking and storage needs.

Recently, on March 28, 2019, representatives of ST met with 5M residents and disclosed at this time there are no plans to make an entrance or exit on the west side of 5th Avenue between Madison and Marion. Presently, ST is looking at entrance locations on the southeast corner of 4th Avenue and Marion (currently a location of Bartell's drugs) and the northeast corner of 5th Avenue and Columbia (currently occupied by a Bank of America and Starbucks).

Moving forward, if the 5th Avenue midtown station location is confirmed to be between Madison and Columbia streets, the northmost entrance should remain on 4th Avenue. A 4th Avenue entrance at that location would give access to light rail to commercial space that would have been a block or more (uphill) with a 5th Avenue location. Additionally, a Fourth Avenue entrance on Madison would still serve the public buildings on the block (notably the library) and be far enough away from the federal courthouse so that security and landmark designations do not become an issue. Further a location there would not disrupt residential tenants (of the 5M building or otherwise) as there are no residential tenants at that block.

Another suggestion was made that ST look into the possibility of the station on the northeast corner of 4th Avenue and Madison—in the plaza of the public library. This could provide the opportunity to add to the architectural significance of the block by adding a second, smaller building in the plaza (or construct the station just below the plaza) on the west side of the library. While ST is not currently looking at entrance that would impact the 5M building, the Plaza, or the Parking Structure, we understand that the planning process is long and that ST's plans may change.

We want to be very clear that the Plaza should not be considered as a preferred alternative for access to the midtown station. Any connection to the midtown station would have to go through the heart of the Parking Structure likely eliminating most if not all the parking and storage spaces, and compromising building systems such as fire-fighting components, plumbing, sanitation, and electrical located in the garage—causing substantial damage through significant loss of value and lifestyle disruption to 5M residents.

In addition to the significant decrease of property value through loss of onsite parking and storage there would be further detrimental impacts on 5M residents and owners; construction noise, increased traffic congestion on already busy 5th Ave, increase in panhandlers and transient population---all further reducing owners property value.

In the event station entrance and exit locations do change to effect the 5M building, 901, the Plaza, or the Parking Structure, the environmental impact study (the "EIS") should carefully consider the direct and indirect transportation effects caused by station placement and access points, loss of parking and storage, potential for changes to the foundation support structure of buildings which will house any potential entrance and exit points to the midtown station, including the 5M building, disruption of 5M critical building systems, impact of 5M residents on a transient population shift to the midtown station area, and both resident and business displacements. The EIS should also be structured to allow the various segments of the preferred alternative and other alternatives to be "mixed" and "matched" in the final route selection. This provides greater design flexibility and does not dilute the discussion and assessment of the alternatives for each component part of the project to the detriment of the EIS's primary purpose: to provide decision makers with a fully informed assessment of the environmental impacts of a proposed action.

We support a midtown station that does NOT interfere with the 5M parking, storage & critical utilities and preserves the Plaza urban stream and green space.

Thank you for considering our comments.

Jeremy and Sherry Talton

Communication ID: 351719

Name: Anonymous

Comment:

Hello,

We (in West Seattle) want improved transportation but do not want to lose the character of our neighborhood or force people out by taking away their land/homes. Perhaps you can take down some of the less appropriate buildings put up by developers rather than our family homes. We also want to make sure that transportation options continue south of the Alaska Junction as that is where the majority of the population lives.

We do not have a strong opinion as to above or below ground stops as long as normal family homes are not affected (this excludes the ugly boxes built in recent times) and there is ample covered seating for riders.

Thanks for listening (reading)!

SI LC

Communication ID: 351720

Name: Tyrell Hedlund

Comment:

Dear Sound Transit,

I am writing to urge you to revive the option of locating the Ballard light rail station close to the commercial hub of Ballard. Doing this is necessary to ensure that light rail is accessible and efficient for the most people! (I ride the light rail daily and rely on it to get all over town!)

Thank you,

Tyrell Hedlund

Communication ID: 351726

Name: Gerald Sousa

Comment:

On Monday 3/25/2019 I attended the Sound Transit meeting on the lightrail to West Seattle.

In reviewing your options for the lightrail the only option that I can support is the tunnel.

My reasoning for this view is the displacement of homes and businesses and loss of quality of life in the Alaska Junction.

I think a better option is to dead end the tunnel at the Alaska Junction, if in the future an expansion is needed, take it down Delridge South to White Center and on South.

Destroying hundreds of homes doesn't seem to be the best solution. Therefore, i only support the tunnel.

Communication ID: 351728

Name: Jonathan Grindell

Comment:

Hi my name is Jonathan Grindell. I was living in High Point neighborhood prior to the process of being evicted so I'm a renter. You know I tunnels are boring but I'm down for that. I don't wanna see the yellow line [expletive] up West Seattle like they [expletive] up the rest of the city. So no yellow- I like yellow roses, don't like the yellow line. The red could work too, [inaudble] the farmers market, I just don't wanna see people getting kicked out of their houses. I know light rail sounds lovely but you know, do a tunnel or do like the L-line but don't don't mess with the neighborhood. Alright thanks I appreciate the fact that this comment will obviously be the reason why you do what you do. Bye.

Communication ID: 351730

Name: Anonymous

Comment:

Hi my comment is about the West Seattle link to the sound transit plan and I see the elevated platform that come to the Alaska junction and I don't think those are good choices for host of reasons mainly the destruction of a largely residential neighborhood and the damage to people's economic well being as a result of having a giant platform in their community and the other thing is I don't I know that you're scoping the impacts of this but are you scoping whether or not it's even a good idea? I'm thinking for a far less investment you could put in excellent bus service that would accomplish the same thing without the cost and without the negative impact to the community. Thank you.

Communication ID: 351731

Name: Mabell Gomez

Comment:

"Hi as an North Delridge resident. I would like to say that I would really like the Yancy route to be brought back. I believe it would be the best use of a really abandoned area in that neighborhood and I think the light rail going through that Andover and Yancy route would really benefit the community maybe with the with the station either at the Northwest part of that part of that corner street of Delridge in Andover but anywhere around there. I would really like to see that Yancy route come back. Thank you for your time. Bye bye."

Communication ID: 351732

Name: Dennis Noland

Comment:

April 1, 2019

To: Sound Transit EIS Scoping Committee

Cc: Sound Transit Board, ELG, SAG, and staff; transit coalition, news, and neighborhood association

Bcc: Residents of Youngstown

Re: Acquisitions, Displacements, and Relocations; Social Impacts and Neighborhoods –North Delridge / Youngstown– West Seattle and Ballard Link Extensions

I previously submitted scoping comments. I want to provide more information and details about what I think is a Sound Transit cost-saving option (SEE #3 BELOW); one that minimizes social impacts, acquisitions, displacements and relocations in a two square-block Youngstown micro-neighborhood of 90+ homes.

There are routes in Youngstown/North Delridge that warrant additional exploration, review, and reconsideration; routes that minimize displacements, relocations, and social and neighborhood impacts.

A Delridge light-rail station placement in the north end of Delridge Playfield.

The Purple Route; Pigeon Ridge Tunnel option. With further study, this tunnel route might be more attractive than originally thought.

Delridge a light-rail station on Andover. This option has the potential to provide the most significant cost-savings and will allow Sound Transit to stay on budget.

a. Instead of two stations, one light-rail station on Andover placed midway between Delridge Way and Avalon. This location will draw from multiple neighborhoods: the apartments and condos along Avalon; from the single-family neighborhoods of Delridge, Pigeon Ridge, and Avalon; plus, riders transferring from the multiple transit routes that run along both Delridge and Avalon.

b. This Andover Street area west of Delridge Way is currently blighted and ripe for redevelopment. There are parking lots and large shoulders that can be developed into a transit hub plus Transit Oriented Development.

c. Causes minimal impacts on residential properties. This routing saves the Youngstown neighborhood.

d. Minimal impacts on businesses – an athletic club and a storage rental facility on Yancy Street.

e. Minimal neighborhood construction noise and NO construction impacts on residential neighborhoods.

f. Minimal noise infiltration to residential areas from light-rail operations.

g. Provides the option to be 100 percent above-ground and reduce the Sound Transit's cost to build.

h. Requirement: An honest dialogue with Nucor Steel to coordinate construction so to minimize construction impacts. Explore the likelihoods of upgrading truck access to Nucor Steel; explore possibilities of truck access from the north, east or west sides of property. Explore feasibility of building dedicated ramps for truck access in and out of the Nucor property; these would be much like the special, dedicated roadways that have been built for the Port of Seattle.

i. Reduced costs: Above grade. One station instead of two.

j. I'm a believer: If you build it, they'll come.

Current Sound Transit planning will destroy my and most of my neighbors' homes. Reopen the studies of light-rail routing plans/options and continue to do so, for whatever time it takes, to establish a route that skirts our Youngstown neighborhood.

Families with young children to retirees: This Youngstown neighborhood is a textbook example of everything the City of Seattle professes it wants_…density; diversity of incomes, ethnicities, ages and life styles; families with young children, retirees, and multi-generational households; mixed and affordable housing; easy access to the city core; and proximity to transit. Among the residents are many with low incomes and families of color.

Light-rail engineers and Scoping Committee members need take an hour and walk the neighborhood; meet the people living here and see the market driven growth and increasing density. I invite you to take a walking tour with me. You need to see the diversity and density. I can share the history of our Youngstown neighborhood.

The Youngstown neighborhood we need to save is the two square-blocks of 90+ homes on and between S.W. Dakota and S.W. Genesee Streets, on and between Delridge Way SW and 26thAvenue Southwest. For a point of reference, the Delridge Playfield is located at the south end of the neighborhood (S.W. Genesee). A DSHS office building and the Youngstown Flats are to the north (S.W. Dakota).

My neighbors and I are unsettled and anxious. We need your help.

Sincerely,

Dennis Noland

206-708-7735

Communication ID: 351735

Name: Andrea Smith

Comment:

Hi I guess that's it hi this is Andrea Smith. I live on 25th Avenue Southwest between Genesee and Dakota in beautiful Youngstown and I've been going to the meetings as much as I can. I just wanted to say all of the alternatives that were presented at that open house in the Delridge Community Workshop were unacceptable to those of us who live in the neighborhood on 25th, 26th, Delridge between Genesee and Dakota. There are alternatives, we all like the purple route; the Pigeon Point tunnel, I am just walking back from my gym on Yancy Street up on Yancy Street foot bridge and there's another possibility that has been sort of eliminated that would be nice to reopen where it comes down Yancy Street by the creek. Find ways to do that, it's a pretty shallow hill unlike Gennessee hill which is one of the deepest ravines in West Seattle. From Delridge, come straight over and come to Avalon and go North but the purple route really seems to be the best of the alternatives. It will skirt our neighborhood and preserve Youngstown which over 100 years old. The neighborhood hass been coming up lately over the last five years. Single family homes have been replaced by Town Homes and families are moving in the next generation it is a multi general generational neighborhood and has been almost 25 years that we've lived here

Communication ID: 351736

Name: Cody Morrison

Comment:

Hello my name is Cody Morrison and I wanted to comment on the West Seattle extension. I am very much pro transit. I am pro this project. I will vote for the funding to pass it and ride it myself. However I really hope that you take into account that the positive impact of the West Seattle golf course has on the population in West Seattle and in South Seattle. It's one of the most used courses in the city. It provides a wonderful outlet for children for kids to go play high school junior golf and frankly we don't have a closest competitor. Jefferson isn't up to snuff. Jackson isn't up to snuff. West Seattle is truly a jam and I hope that you will you take that into account or make this decision. I appreciate your time thank you.

Communication ID: 351737

Name: Shirley Schurman

Comment:

The best option for the WEst SEattle extension is THE TUNNEL.

We are losing the charm of our city. Aesthetically, the above ground option is a disaster for the West Seattle Junction and this area as a whole. We would also be losing affordable single family homes that would be demolished and are sorely needed. It would also negatively impact property values in its path.

Sincerely,

Shirley A. Schurman

4157 47th Ave SW

Seattle, WA 98116

Communication ID: 351743

Name: Nancy Folsom

Comment:

2 April 2, 2019

West Seattle and Ballard Link Extensions

c/o Lauren Swift

401 S. Jackson Street

Seattle, WA. 98104-2826

Sent by email to wsbscopingcomments@soundtransit.org

Re: ST3 West Seattle and Ballard Link Extension EIS Scoping Comments

Dear Stakeholder Sound Transit Board Members, Elected Leadership Group, and Advisory Group,

I'm writing today to ask you to consider the following comments with regard to the Youngstown alternatives for the Delridge station. I see flaws in, or have questions about, both level 3 alternatives, and two specific comments about the purple line and siting the station on Delridge.

Some of my neighbors want the purple or Puget Ridge tunnel option to be put back on the table, which would seem to require removing the skatepark. This would be detrimental to the neighborhood, as well as the city. It can't be moved within the Delridge Community Center footprint because of engineering issues found when the project was first designed. It can't be moved to another neighborhood because of the city's dismal record of getting skateparks built. This neighborhood fought for, not against, it, because that's the kind of neighborhood we are.

With regard to siting the station on Delridge, how will traffic move off, and on to, the high bridge with busses stopping to pick up and drop off passengers? There is little room for traffic to back up between the off-ramp and Andover, and cars are generally travel at speed when they exit. For southbound traffic, where will people cross? What pedestrian safety measures have to be built, and is that in the budget? Is the trade-off worth saving commuters a two-block walk to 26th if the station is further south on Delridge or accessed on 26th?

The following are my general comments that apply to both level three alternatives.

·Because the Delridge station is in a dell (hence, the name) it would seem that a lower guideway will be louder because the sound is trapped between Puget Ridge and Genesee hill. Please, investigate the noise level.

·How large is the guideway shadow for each alternative? It seems as if the higher guideway would cast significantly less shadow than the lower one.

·How much of the tree canopy has to be removed? If trees aren't removed, will construction protect their root systems? Will any tree removals be offset by planting elsewhere as part of the project? If so, is that in Sound Transit's authority?

·How do either option address the traffic coming from the north end of West Seattle—along the Admiral corridor?

·What is the potential for damage to old foundations during construction? During operation?

·What is the effect of Seattle's liquefaction area, which was recently extended further south?

·Where will construction be staged? Both options require this, although it seems to be only addressed in blue line discussions.

·Both Genesee and Delridge are emergency arterials. How will emergency services be affected during construction?

·How will residents get to and from their homes when Genesee and Delridge are closed during construction? How long with the closures be?

·What is the actual footprint of the piers in both options? Is there room for the construction of those piers without encroaching on the golf course?

·What will the impact be on Longfellow Creek if 26th becomes a bus route?

·Sound Transit frequently says maybe we can get a grocery store. They don't develop properties and can't influence anyone who buys land Sound Transit sells after construction. We've tried to get a grocery store for years. We've been told that grocery stores go where grocery stores are, that we don't have the population. This seems to be irrelevant and not under Sound Transit's control.

·What will the net gain or loss be of affordable housing units? The neighborhood now is still largely low- to moderate-income housing, with some SHA properties, and at least one group home. This housing will go away for light rail. Even if some of the ST purchased property is sold, it will be sold to developers who will not have to build affordable housing to replace it. Where will the displaced people who depend on their low-and medium income housing go? Will we help

them find new housing? Is housing available? The neighborhood is already transitioning, and none of the new units are under 700,000.00. How would this be different under ST3?

·What is the net loss and gain of density? Light rail will take at least some of the inventory of housing already being developed into multi-family units.

·What is the impact on the budget given single-family properties are being developed into multi-family units? Where there is one unit now, there could be three by the time ST starts acquiring properties. What is the basis for their budget estimates? What was here in 2016? Here now? Under development now? For example, 4300 and 4306 26th would be affected by the blue line. They are going to be developed into 12 units, which will sell at 8.4 million dollars (extrapolating from current prices for new townhomes in the neighborhood). By the way, developers just purchased these properties in 2018 for 1.7 million. An example of a property that will be affected by the all-elevated option, is at 4155 Delridge, which just sold for 680,000. This project will build 6 units, and will be worth 4.1 million.

My neighbors have all written heartfelt and thoughtful comments that cover the different stations. I believe that any and all options share similar issues. Since I will almost certainly be displaced by any route that's chosen, I have no opinion on route. Since I will probably not be able to stay in Seattle, my comments may seem irrelevant, though I have tried to comment on things that aren't personal. I hope you'll consider them. I've been very lucky to live in this neighborhood for as long as I have—it's special and unique in many ways. I hope that some of its character can be retained for the future.

I know this is lengthy, so I appreciate your patience and time with what I've written. Thank you for your attention.

Regards,

Nancy Folsom

2512 SW Genesee St

206.932.2512

n_folsom@msn.com

Communication ID: 351748

Name: Edgar Riebe

Comment:

West Seattle welcomes Sound Transit to West Seattle. Rail is critical for our city. Tunnel into and through West Seattle, and abandon ALL above ground options. Invest in the future of West Seattle that keeps us both vibrant and healthy. It is now that we MUST commit to a tunnel-based solution for light rail to West Seattle, and commit to seek the necessary state and national funding to make that happen. Please take the orange line that bisects the Junction neighborhood off the table.

This is permanent infrastructure that will change the face of West Seattle for decades to come. An elevated light rail system in West Seattle is the absolutely wrong choice for our community. The density of our community, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by:

Removing many existing house in the Junction area and block further growth in the middle of a housing crisis

Taking blocks of future developable, transit-oriented affordable housing off the table

Reducing/depressing home values anywhere near the elevated light rail

Reducing property taxes along the immediate route of light rail (due to reduced home values),

Rail noise through quite neighborhoods, near residences, and

Creating a permanent eyesore and barrier across an established Seattle community

Please do not choose cost and calendar over community. It's time to begin to think creatively about how we can find a way to fund this option. Please do the smart thing for West Seattle, for the future of our community and our neighborhoods. It is not okay to put an entire neighborhood in limbo for lack of leadership.Please roll up your sleeves and do the right thing.

If in the end a tunnel is ultimately deemed unfeasible, an elevated line should ONLY be considered on an existing right of way--now and in future extensions. Don't plow through our neighborhoods in order to save dollar or a day. The systems you put in place are a long term investment.

**I am part of a coalition of West Seattle neighbors that is active, vocal and growing. **It is critical that we get this right. This is a generational decision for the city. We just removed an unsightly barrier. Let's not create another one.

Best regards,

Edgar Riebe

Edgar Riebe

Edgar@CaptiveEyeMedia.com

Communication ID: 351750

Name: Robert Warner

Comment:

Yes my name is Robert Warner and I'm leaving a comment regarding the West Seattle Junction light rail and the proposed red, yellow and blue line. My comment is that I'm strongly opposed to the yellow line, which would go along the residential community in Genesee and Oregon Street and my preference would be the red line. I think the blue line is probably economically infeasible. And that it's really not a sound option to try to cut through residential communities that are currently single family residential as opposed to going through commercially and mixed zoned area. There's displacement of homes, there's displacement of families. There's variations in effect that occur to property values, lessening the property values. The noise is well documented and homeless rates and dealing drugs on the street are much more common along stationsand routes. I believe that the impact in between Genesee and Fauntelroy will be profound and will give precedent for the City to rezone that currently residential into mixed zoning as we're constantly developing and expanding our communities of Seattle. So I strongly oppose the yellow line and strongly prefer the red line. Thanks. Bye.

Communication ID: 351755

Name: Kelly Hower

Comment:

I urge Sound Transit to consider tunnel use in West Seattle for the light rail project, as it has done in other areas. Large elevated structures will have a huge negative impact on the look, feel and integrity of the neighborhoods where the light rail would be located — including upon schools in the neighborhood. The elevated structure model will not only harm the neighborhood but may negatively effect the success of the much needed light rail project itself. Please use a thoughtful, low impact approach used elsewhere in a tunnel rather than elevated structure. Thank you.

Communication ID: 351835

Name: Leong David Kong

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351839

Name: Chan Shui Chong

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 5th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351843

Name: Wong Siu Sang

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351848

Name: Juan Cai Chen

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District. Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351856

Name: Langui Cen

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351857

Name: Ping Huan Wu

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351859

Name: Pikfong Chan

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351863

Name: San Mei He

Comment:

I suggest that the station be sited at 4th Avenue, without moving Chinatown Gate.

Please cover dust and sand during the construction.

Communication ID: 351867

Name: Qiong Cai Kuang

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District.

Please avoid influencing others, keep low noise and cover dust and sand during the construction. |

[in-language comment available upon request]

Communication ID: 351871

Name: Yin Yen Yee

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District. Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351873

Name: Jian Mai

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue.

Please keep low noise and cover dust and sand during the construction.

Shallow station.

[in-language comment available upon request]

Communication ID: 351874

Name: Po King Au

Comment:

I suggest that the station be sited at 5th Avenue, without moving Chinatown Gate.

The name should be Chinatown International District.

Please keep low noise and cover dust during the construction.

The exit should be on King St. & Jackson & 5th.

[in-language comment available upon request]

Communication ID: 351875

Name: Zhu Jing Lin

Comment:

I suggest that the station be sited at 4th Avenue. Please keep low noise and cover dust and sand during the construction.

Exit on North Side St (Jackson & 5th).

Communication ID: 351878

Name: Zhou Nu Wu

Comment:

I suggest that the station be sited at 5th Ave[nue]... ent[ry] on King St.

Exit on King St. Better underground walkway.

Please keep low noise and cover dust and sand during the construction.

The name should be Chinatown International District

[in-language comment available upon request]

Communication ID: 351881

Name: Yikui Yang

Comment:

I suggest that the station be sited at 5th Avenue because it is convenient for construction and will not affect the current traffic condition. It is also cost-effective to site there. In addition, Chinatown can take this opportunity to develop its tourism.

2. The station name should be Chinatown (International District)

[in-language comment available upon request]

Communication ID: 351883

Name: Cui Hua Zhang

Comment:

I suggest that the station be sited at 4th Avenue.

The station name should be Chinatown International District

[in-language comment available upon request]

Communication ID: 351884

Name: Zhen Chao Liu

Comment:

I suggest that the station be sited at 5th Avenue, because it is convenient for construction and traffic management.

The station name should be Chinatown International District

[in-language comment available upon request]

Communication ID: 351885

Name: Man Linoi

Comment:

1. I suggest that the station be sited at 5th Avenue.

2. The station name should be Chinatown International District

[in-language comment available upon request]

Communication ID: 351887

Name: Mei Lan Cai

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

Please reduce noise, dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351889

Name: Run Lian Huang

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District. Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351890

Name: Tang Rui Huan

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351891

Name: Dong Jie Guan

Comment:

I would like to move the ligh rail to 4th Ave, not on 5th Ave.

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351892

Name: Yin Guizhen

Comment:

I suggest that the station be sited at 5th Avenue.

The station name should be Chinatown (International District

[in-language comment available upon request]

Communication ID: 351893

Name: Lei Shu Fang

Comment:

I suggest that the station be sited at 4th Avenue, with the name of Chinatown International District. Please keep low noise and cover dust and sand during the construction.

[in-language comment available upon request]

Communication ID: 351895

Name: Shuingar Ng

Comment:

I suggest that the station be sited at 4th Avenue.

The station name should be Chinatown (International District).

[in-language comment available upon request]

Communication ID: 351896

Name: Chung Sun Cho

Comment:

I suggest that the station be sited at 4th Avenue.

The station name should be Chinatown (International District).

[in-language comment available upon request]

Communication ID: 351897

Name: Fung Chun Tang

Comment:

Please [site the station at] 5th Avenue, with the name of Chinatown International District.

Please reduce noise and dirt during the construction.

[in-language comment available upon request]

Communication ID: 351898

Name: Wan Fang Li

Comment:

I approve of the name of Chinatown International District.

Both 4th Avenue and 5th Avenue are ok, but restrooms are necessary.

[in-language comment available upon request]

Communication ID: 351899

Name: Lian Wang Zeng

Comment:

I request the rectification of the name to "Chinatown International District".

I think 4th Avenue is better because it is wider.

[in-language comment available upon request]

Communication ID: 351900

Name: Yi Ai Liu

Comment:

The name should be Chinatown International District, and the station should be sited on the basis of public opinions.

[in-language comment available upon request]

Communication ID: 351901

Name: Min Ying Zhong

Comment:

I suggest that the station be sited at 5th Avenue, with the name of Chinatown International District.

[in-language comment available upon request]

Communication ID: 351902

Name: N Luong Chau

Comment:

I suggest that the Light Rail station be sited at 4th Avenue, with the name of Chinatown International District.

[in-language comment available upon request]

Communication ID: 351903

Name: Yin Wan Tong

Comment:

The name should be Chinatown International District.

Please keep low noise during the construction.

[in-language comment available upon request]

Communication ID: 351904

Name: Suiz Liu

Comment:

The name should be Chinatown International District, and the station should be sited on the basis of public opinions.

[in-language comment available upon request]

Communication ID: 351905

Name: Li Rui Ning

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

Please add Chinese stop announcements to all buses.

There should be restrooms at the station.

[in-language comment available upon request]

Communication ID: 351906

Name: Guan Zhang Qing

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

Please keep low noise and cover dust and sand during the construction.

Please add Chinese stop announcements to all buses.

There should be restrooms at the station.

[in-language comment available upon request]

Communication ID: 351907

Name: Lai Fun Ng

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

There should be restrooms at the station.

Please add Chinese instructions to all bus stops and exits of major stations.

[in-language comment available upon request]

Communication ID: 351908

Name: Hui Lan Huang

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

Please add Chinese instructions to all bus stops and exits of major stations.

There should be restrooms at major stations.

[in-language comment available upon request]

Communication ID: 351909

Name: Lan Zhen Chen

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

Please add Chinese instructions to all bus stops and exits of major stations.

[in-language comment available upon request]

Communication ID: 351911

Name: Tan Feng Juan

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

Please add Chinese instructions to all bus stops and exits of major stations.

There should be restrooms at the station.

[in-language comment available upon request]

Communication ID: 351912

Name: Su Yin Lin

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District.

There should be restrooms at the station.

Please add Chinese instructions to all bus stops and exits of major stations.

[in-language comment available upon request]

Communication ID: 351913

Name: Ling Chan Leung

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please add Chinese instructions to all bus stops and exits of major stations.

[in-language comment available upon request]

Communication ID: 351914

Name: Shaoyna Li

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. There should be restrooms at the station. Please add Chinese names to all stations and Chinese instructions to all exits of major stations.

[in-language comment available upon request]

Communication ID: 351921

Name: Su F Quan

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please add Chinese instructions to all bus stops and exits of major stations. There should be restrooms at the station.

[in-language comment available upon request]

Communication ID: 351922

Name: Chiang Hua Liu

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please add Chinese stop announcements to all buses and Chinese instructions to station exits. Please reduce noise and dust during the construction.

[in-language comment available upon request]

Communication ID: 351923

Name: Tang Xiu Ying

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please reduce noise, dust and sand during the construction. Please add Chinese stop announcements to all buses. There should be restrooms at all stations.

[in-language comment available upon request]

Communication ID: 351924

Name: Mo Oi Cheung

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please reduce noise, dust and sand during the construction. Please add Chinese stop announcements to all buses. There should be restrooms at all stations.

[in-language comment available upon request]

Communication ID: 351925

Name: Jin Zhuan Wu

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please reduce noise, dust and sand during the construction. Please add Chinese stop announcements to all buses and restrooms to all stations.

[in-language comment available upon request]

Communication ID: 351926

Name: Peilae Wu

Comment:

I suggest that the station (a shallow one would be preferred) be sited at 4th Avenue, with the name of Chinatown International District. Please reduce noise, dust and sand during the construction. Please add Chinese stop announcements to all buses. There should be restrooms at all stations.

[in-language comment available upon request]

Communication ID: 351928

Name: Qiu Xiang Huang

Comment:

I suggest that the station be sited at 4th Avenue.

Please reserve the name of Chinatown International Zone.

[in-language comment available upon request]

Communication ID: 351930

Name: Liu Yu Qiong

Comment:

1.There should be restrooms in the station.

2.I suggest that the Light Rail station should be sited at 4th Avenue, with the name of Chinatown International District.

[in-language comment available upon request]

Communication ID: 351932

Name: Wai Ming Mok

Comment:

I suggest that the station be sited at 5th Avenue, equipped with restrooms, lighting and security personnel.

The name should be Chinatown International District.

[in-language comment available upon request]

Communication ID: 351935

Name: Huiying Chen

Comment:

I suggest that the station be sited at 5th Avenue.

I suggest that the station be equipped with restrooms.

I suggest that the buildings in Chinatown not be too high to hide the sunlight from the downtown area.

I request the rectification of the name to Chinatown International District.

[in-language comment available upon request]

Communication ID: 351936

Name: Hui-Fang Chen

Comment:

I suggest that the station be sited at 5th Avenue, equipped with restrooms, lighting and security personnel. The name of Chinatown International District would be preferred.

[in-language comment available upon request]

Communication ID: 351937

Name: Dong Xiao

Comment:

I suggest that the station be sited at 5th Avenue, equipped with restrooms, lighting and security personnel. The name of Chinatown International District would be preferred.

[in-language comment available upon request]

Communication ID: 351941

Name: Li Sliu

Comment:

Consider starting from Fourth Avenue

Keep the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351942

Name: Wu Zhu Zhan

Comment:

Consider starting from Fourth Avenue

Keep the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351943

Name: Mei Xian Guo Kuang

Comment:

I think it should start from Fourth Avenue

Keep the image of the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351945

Name: Wylan Liu

Comment:

I think it should start from Fourth Avenue; keep the international image of Chinatown unchanged; better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351947

Name: Zhen Qiu Huang

Comment:

I think it should start from Fourth Avenue; keep the international image of Chinatown unchanged; better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351950

Name: Qiu H Zheng

Comment:

Suggest to set the station at Fourth Avenue

Better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351951

Name: Lian Ziu

Comment:

Suggest to set the station at Fourth Avenue

Better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351953

Name: Xiu Q Liang

Comment:

Suggest to set the station at Fourth Avenue

Better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351954

Name: Chui Pin NT

Comment:

Suggest to set the station at Fourth Avenue

Better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351956

Name: Jin Feng Chen

Comment:

I think it should start from Fourth Avenue

Keep the image of the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351957

Name: Huong Qin Yuan

Comment:

I think it should start from Fourth Avenue; keep the international image of Chinatown unchanged; better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351958

Name: Su Xia Chen

Comment:

I think it should start from Fourth Avenue; keep the international image of Chinatown unchanged; better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351959

Name: Sui Li

Comment:

I think it should start from Fourth Avenue; keep the international image of Chinatown unchanged; better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351960

Name: Xan Qui Cao

Comment:

I think it should start from Fourth Avenue; keep the international image of Chinatown unchanged; better to have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351964
Name: Bing Zhong
Comment: Consider starting from Fourth Avenue Keep the International Area of Chinatown unchanged Have both Chinese and English text at the station [in-language comment available upon request]

Communication ID: 351965
Name: Sze To Lee Yiu
Comment: Consider starting from Fourth Avenue Keep the International Area of Chinatown unchanged Have both Chinese and English text at the station [in-language comment available upon request]

Communication ID: 351966
Name: Kamtang Look
Comment: Please keep the name, International Area of Chinatown [aka: Chinatown-International District], because we are used to it and do not want it to change. [in-language comment available upon request]

Communication ID: 351967
Name: Bi Ji

Comment:

Consider starting from Fourth Avenue

Keep the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351969

Name: Ai Qiu Wu

Comment:

Consider starting from Fourth Avenue

Keep the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 351970

Name: Gui Ying Hu

Comment:

Consider starting from Fourth Avenue

Keep the International Area of Chinatown unchanged

Have both Chinese and English text at the station

[in-language comment available upon request]

Communication ID: 352032

Name: David Carlquist

Comment:

Dear committee,

As an owner and resident of the 5th and Madison Condominiums, I have interest and concern in the location of the downtown station for the West Seattle Ballard line of Link light rail. My concer is for the integrity of the foundation and mechanics of our building as well as the loss of our garage parking.

My interest is in enhanicng the nieghborhood with a beautiful and easily accessuible station. Please consider my conerns in your decision making regarding the locaiton of the is station.

Thank you,

David Carlquist

Communication ID: 352060

Name: Guowei Zhang

Comment:

[name written in-language]

Keep 4th Ave. bus stop. Also, keep name for Internation [context note: commenter is likely referring to the name of the new station being named Chinatown International District / to be reflective of the communities in the neighborhood.]

[in-language comment available upon request]

Communication ID: 352066

Name: Dai Hoa Guan

Comment:

We request to retain the international area of Chinatown.

Starting from Fourth Avenue

The text within station should be in both Chinese and English so Chinese people can understand.

[in-language comment available upon request]

Communication ID: 352069

Name: Sai Leung

Comment:

International area of Chinatown.

Starting from Fourth Avenue

[in-language comment available upon request]

Communication ID: 352076

Name: Chung Sun Cho

Comment:

Please keep the name, International Area of Chinatown, because we are used to it and do not want it to change.

Please use both Chinese and English text at the station.

[in-language comment available upon request]

Communication ID: 352086

Name: Su E Yu

Comment:

I request that the station start from 4th Ave.

The name of Chinatown International District should be kept.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352092

Name: Pei Xia Yuan

Comment:

I request that the station start from 4th Ave.

The name of Chinatown International District should be kept.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352105

Name: Kuang Huning

Comment:

I request that the station start from 4th Ave.

The name of Chinatown International District should be kept.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352116

Name: Hua Tu Chen

Comment:

I request that the station start from 4th Ave.

The original name of Chinatown International District should be kept.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352120

Name: James H Chou

Comment:

I recommend that the best selection for the station be at 5th Ave. & Jackson St.

The name should be:

English: Chinatown

Chinese: ??

*2 springhillsengineering@gmail.com Prof. Zhou ???

[in-language comment available upon request]

Communication ID: 352123

Name: Yaming Ding

Comment:

I recommend that the light rail station be sited at 5th Ave., with the name of China Town.

[in-language comment available upon request]

Communication ID: 352124

Name: Sheng Nian Fan

Comment:

I recommend that the light rail station be sited at 5th Ave., with the name of China Town.

I hope that the government can take some actions to speed up the construction so as to bring the traffic in the downtown area back to normal.

[in-language comment available upon request]

Communication ID: 352125

Name: Faye Hu

Comment:

The station name should be Chinatown International District.

It should be sited at 4th Ave. and constructed in a deep excavation way.

It should be designed with Chinese elements.

The police force should be strengthened to safeguard the hub surroundings.

During the construction, the traffic should be managed well to ensure smooth traffic flow.

[in-language comment available upon request]

Communication ID: 352126

Name: Lili Sun

Comment:

I recommend that thestation be sited at 5th Ave. (deep excavation), with the Chinese name of “????” (Chinatown Station).

The outer decorations of the station should be designed with Chinese elements.

During construction, please make sure that the operations are safe.

[in-language comment available upon request]

Communication ID: 352127

Name: Guilin Luan

Comment:

I recommend that the station be sited at 5th Ave. (deep excavation), with the name of Seattle Chinatown. The appearance of the station should reflect Chinese cultural characteristics.

[in-language comment available upon request]

Communication ID: 352129

Name: Shuzhi Zhang

Comment:

I recommend that the station be sited at 5th Ave. (deep excavation), with the name of Chinatown Station. The appearance of the station should reflect Chinese features.

[in-language comment available upon request]

Communication ID: 352133

Name: Li Xian Qzu

Comment:

The name of Chinatown International District should be kept.

We think that it should start from 4th Ave.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352134

Name: Xian Bang Yao

Comment:

I recommend that the station be sited at 5th Ave., with the Chinese name of "???" (Chinatown). The station should be designed with Chinese elements.

Communication ID: 352136

Name: Wen Juan Xu

Comment:

The name of "Chinatown" is required, and the station should be sited at 4th Ave.

Exits and stop announcements should be in Chinese

[in-language comment available upon request]

Communication ID: 352137

Name: Yan Ping Li

Comment:

I recommend that the best selection for the station is at 5th Ave.

[in-language comment available upon request]

Communication ID: 352142

Name: Yu Mei Huang

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352143

Name: Zhi Zu Li

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station.

[in-language comment available upon request]

Communication ID: 352144

Name: Gui Juan Chen

Comment:

The name should be Chinatown International District, and it should be sited at 4th Ave or 5th Ave.

Note:

Please reduce noise and dust during the construction.

The station should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions.

Communication ID: 352145

Name: Li Juan Huang

Comment:

The name should be Chinatown International District, and it should be sited from 4th Ave to 5th Ave.

Note:

Please reduce noise and dust during the construction.

The station should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions.

[in-language comment available upon request]

Communication ID: 352146

Name: Guan Lian Gao

Comment:

The name should be Chinatown International District, and it should be sited at 4th Ave or 5th Ave.

Note:

Please reduce noise and dust during the construction.

The station should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions.

[in-language comment available upon request]

Communication ID: 352147

Name: Li Liu Lu

Comment:

The name should be Chinatown International District, and it should be sited at 4th Ave or 5th Ave.

Note:

Please reduce noise and dust during the construction.

The station should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions.

[in-language comment available upon request]

Communication ID: 352148

Name: Cui Zhen Chen

Comment:

The name should be Chinatown International District, and it should be sited from 4th Ave to 5th Ave.

Note:

Please reduce noise and dust during the construction.

The station should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions

[in-language comment available upon request]

Communication ID: 352149

Name: Qui Fang Li

Comment:

The name should be Chinatown International District, and it should be sited at 4th Ave or 5th Ave.

Note:

Please reduce noise and dust during the construction.

The station should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions.

[in-language comment available upon request]

Communication ID: 352152

Name: Su Juan Chen

Comment:

The name should be Chinatown International District, and it should be sited at 4th Ave or 5th Ave.

Note:

The station should be equipped with lighting

Please reduce noise and dust during the construction.

It should be equipped with restrooms.

It should be equipped with multiple exits.

There should be Chinese station announcements and instructions.

[in-language comment available upon request]

Communication ID: 352154

Name: Mei Qione Huang

Comment:

The name should be Chinatown International District, and it should be sited from 4th Ave to 5th Ave.

Note:

Please reduce noise and dust during the construction.

It should be equipped with restrooms.

It should be equipped with multiple exits and lighting.

There should be Chinese station announcements and instructions.

The traffic light crossings should be equipped with push buttons.

[in-language comment available upon request]

Communication ID: 352155

Name: Dan Huan He

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 352157

Name: Chung K Lam

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 352158

Name: Mei Y Huang

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 352159

Name: Kam Fung Ka

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 352160

Name: Wei Ying Huang

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 352161

Name: Fung Lan Leung

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 352162

Name: Choi Kee Chan

Comment:

The name of Chinatown International District should be kept.

We think that the station should start from 4th Ave.

I request both English and Chinese instructions at the station

[in-language comment available upon request]

Communication ID: 349847

From: David Bestock

Scoping Comment:

My name is David Bestock, I am a native Seattleite, and I have been a Delridge resident for the last 10 years, and work full time for the Delridge Neighborhoods Development Association.

I am writing to express my support for the Blue Line as it moves through Delridge, mostly for the transit oriented development opportunities that line and station would provide. Priorities for me include north-south bus connectivity, the ability to add as much new affordable housing to the area as possible, as well as other services benefiting the community such as a grocery store, community facilities, etc.

I know there are challenges with the Port of Seattle, but I also support the crossing of the Duwamish river North of the West Seattle Bridge. I believe cutting into Pigeon Hill will be tricky engineering, and could have negative impacts on the geology of the hill itself (steep slope), as well as surrounding infrastructure.

I also support a tunnel and underground station supporting upper West Seattle, to limit adverse impacts on businesses and residents up the hill.

I absolutely oppose an elevated track through Delridge at 150 feet, I believe that would be detrimental to residents and businesses in Delridge, to the character of the neighborhood, and would counteract many of the benefits of the plentiful green space in the area. Please stop considering such a high elevated track, it has no place in Delridge, and I will actively fight against this option. If a surface option must be considered to climb the hill (as opposed to preferred tunnel option) please look at possibilities for the train to climb the more gentle slope of Avalon after a stop along Delridge (perhaps near Chelan though that would be a little far afield from core services).

Thank you for all you do,

David Bestock

Executive Director

Delridge Neighborhoods Development Assn.

4408 Delridge Way SW

Seattle, WA 98106

Phone: (206) 935-2999

www.dnda.org